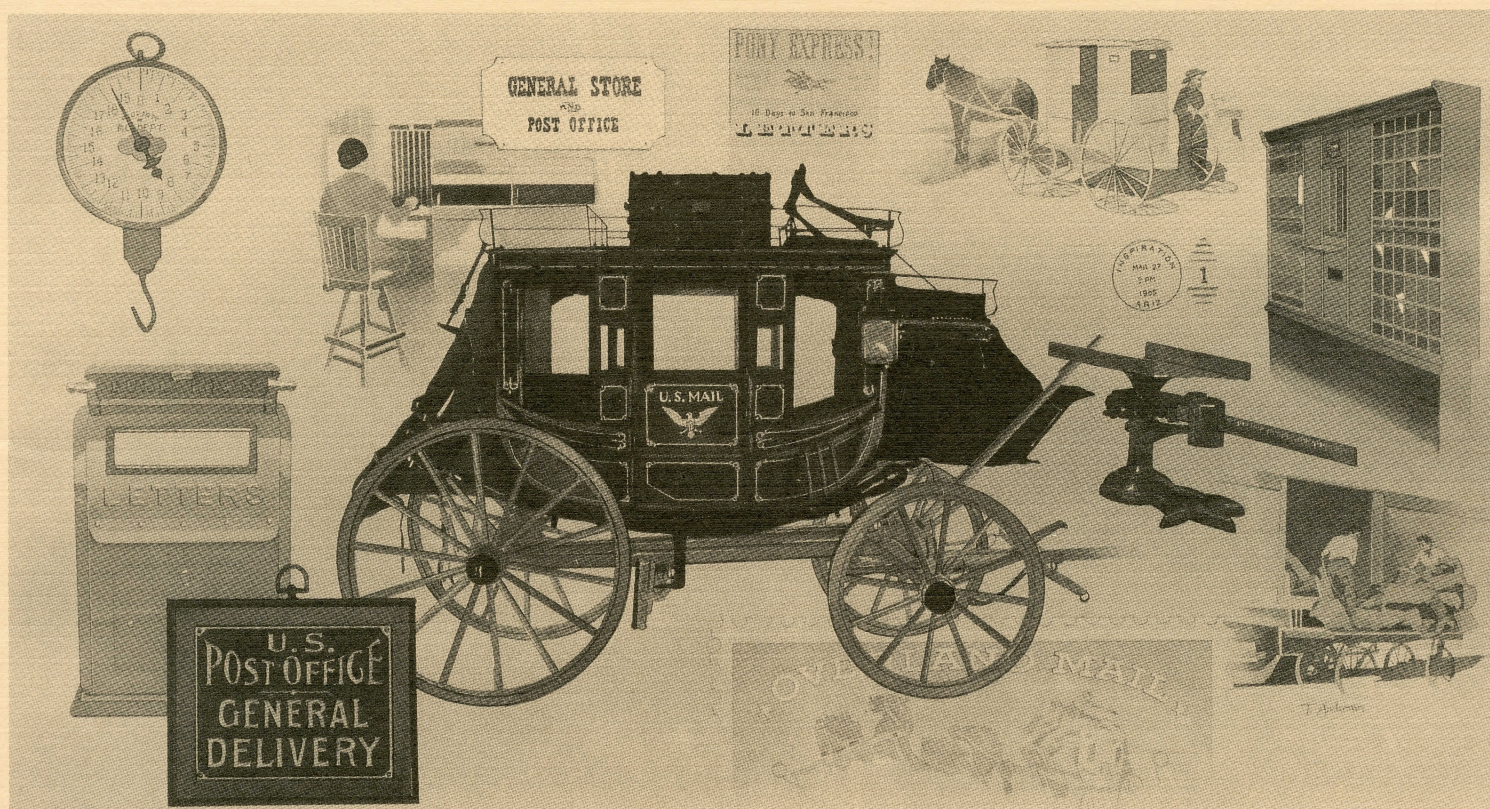


THE HELIOGRAPH



The Postal History Foundation

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Pre-Territorial Mails in Arizona

by William L. Alexander and Ralph Williams
edited by F. Eugene Nelson

The first mail service in what we today call Arizona was probably established by the Indians who were here before the arrival of the "Men from Spain." Certainly these early Indians carried messages of importance from one group to another. Anthropologists know through their archaeological excavations that an extensive trade system existed among the various prehistoric Indians. Smoke signal relays by the Indians existed when the Conquistadors arrived. Other means of passing along news and information undoubtedly were used by the natives.

The Spanish Conquistadors did use runners to carry messages from the expedition leaders in Sonora (Arizona) to Mexico City and other points. No detailed study has yet been made to gather more particulars, but chroniclers provide some clues to this service. The Postal History Foundation is arranging for English translation of various Spanish documents that will shed light on the development of postal communications in Northern New Spain and Spanish America in hopes of bringing to light more factual evidence of the Spanish mail system.

A postmaster was appointed for San Francisco on November 9, 1848, only eight months after Congress ratified the treaty which ceded California to the United States in March, 1848. At that time, most mail for California came by

steamer from the east coast to Panama where an overland crossing was made and steamers then picked up the mail for transport to the west coast. The following year, the Postmaster General complained of the unsatisfactory financial returns of the California office but, nonetheless, made no move to close the office. On the contrary, he suggested that mail service should be extended to New Mexico, of which present-day Arizona was then a part. In 1850 this area was added to a newly created Postal Division Number 6, which also included Ohio, Michigan, Indiana, Minnesota, Oregon and California. The meagerness of postal operations in the far west is indicated by the fact that at the end of the year 1851, the Postmaster General recommended that only one additional corresponding clerk be added to his staff which dealt with postal affairs for California, Oregon, Utah, and New Mexico.

That the United States government even bothered to extend the mails to New Mexico is rather surprising in view of the population of 61,000 (1852) which excludes Indians but included the numerous Mexicans. In the year 1856 Tucson was said to contain about 500 or 600 inhabitants, but most of these were of Mexican heritage. A correspondent for the *San Francisco Evening Bulletin*, writing from Calabazas (near the Mexican border south of Tucson) in July, 1857, said that business and

farming opportunities in the Gadsden Purchase area were almost non-existent. He guessed the total population of the Purchase area at 100 white civilians, 300 U.S. troops, and 500 Mexicans. The total American population of Arizona County, New Mexico, in 1860 had only reached 2,421 hardy souls.

The need for communication with military units stationed in Arizona led to the first official mail service in the Territory. Military posts established prior to 1860 in what is now Arizona included Fort Defiance (1851 near Window Rock), Fort Buchanan (1857 near Patagonia), and Fort Mohave (1859 on the Colorado River west of Kingman). Camp Yuma (later Fort Yuma) was established on the California side of the Colorado River opposite the mouth of the Gila River in 1849.

The need for communication with military units stationed in Arizona led to the first official mail service in the Territory.

This fort rendered valuable assistance to gold rush immigrants on their way to California and to the mail stages which began operation in mid-1857. (Several other military installations were opened in pre-territorial days—1863 and before: Forts Buchanan, Grant, Lowell, Barrett, Bowie, Tubac [all 1862 and before] and Canby, Supply, and Clark [established in 1863 before the territorial government arrived.]

Camp Yuma was supplied from San Diego. An article in the *San Francisco Herald* in June, 1852, complained bitterly of the poor mail service to the Gila River and also to all of Southern California. In 1855 the *San Diego Herald* noted that letters and papers destined for the Gila had accumulated in the local post office. The only mail service at that time was an express operated by the Quartermaster

Department and it was not supposed to transport mail unless addressed to officers at Fort Yuma. Lieutenant Sylvester Mowry recalled that, in 1857, during his two-year stay at Yuma, the semi-monthly government express had been as regular as the arrival at the coast of steamships bringing mail from the east permitted.

In 1855, bids were received for a semi-monthly mail from San Diego to the Gila but no bid was accepted and the Quartermaster Department continued its service. In 1858 bids were again received but no contract was awarded, since the route by that time was serviced by the San Antonio–San Diego mail line.

Bids were sought in 1859 for a semi-weekly mail service between Fort Defiance and Albuquerque, and in 1860 a contract for semi-weekly mail between these points was awarded to Aaron Zeckendorf for \$1,250 per year. Zeckendorf was a famous pioneer and an ancestor of the present day Steinfeld and Zeckendorf families of Arizona.

In 1857, Fort Buchanan was serviced by a monthly mail which came from El Paso in a wagon guarded by ten men. In the same year a monthly mail was authorized between Fort Buchanan and Santa Fé with the modest remuneration of \$360 per year. Before any action was taken on the route, however, the San Antonio–San Diego line started its runs and the War Department took advantage of its facilities. Since the San Antonio–San Diego line was routed through Tucson, a spur route was set from that village southward to the fort, although no formal mail contract was let until October 2, 1860 when a contract for a weekly mail service on the spur route was awarded to William Wrightson. Wrightson, a former school teacher in Albany, New York, came to Arizona from Cincinnati in 1857. He was associated with Charles D. Poston in various mining ventures and founded the Territory's first newspaper at Tubac. He later

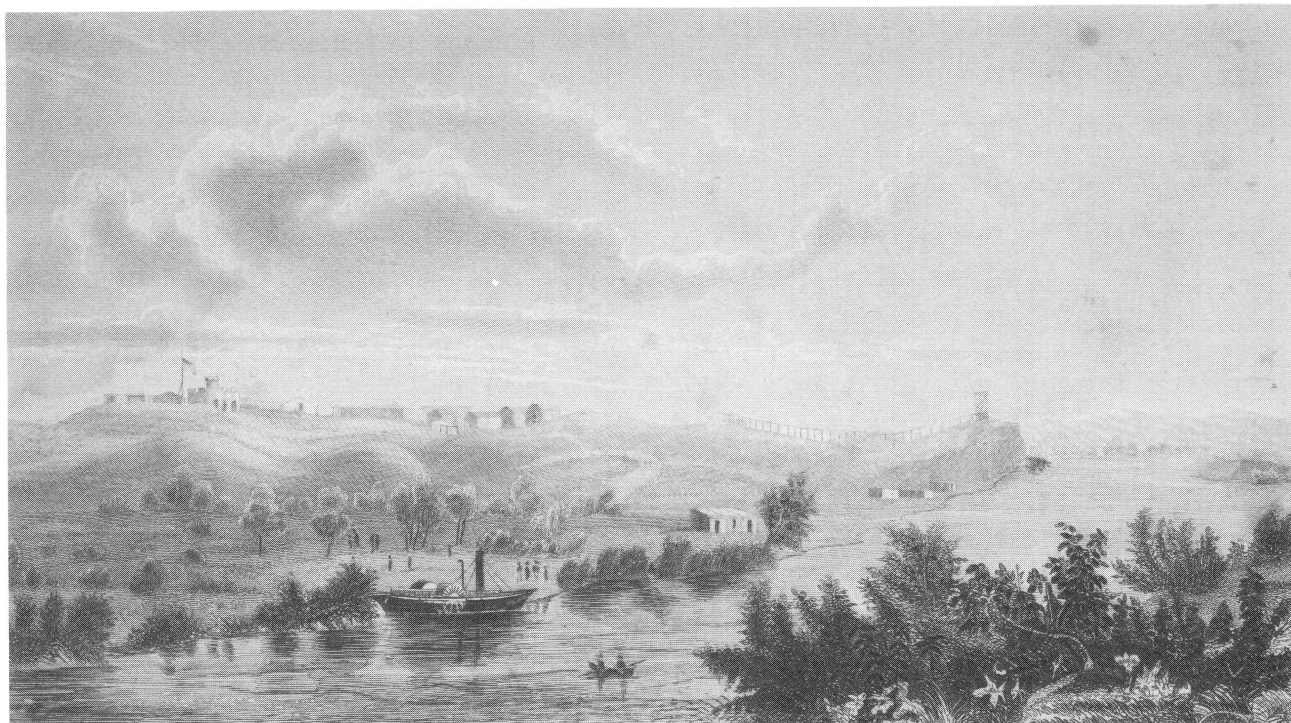
was murdered by Apache Indians near Fort Buchanan.

Definite information on the mail route to Fort Mohave is lacking at this time. The fort was supplied by steamship from San Francisco via the Gulf of California to the mouth of the Colorado River then transferred to shallow draft steamboats which went upriver to Fort Yuma and beyond. It is probable that some of the mail was handled the same way, although a record of a formal contract has not yet been found. A military express connected San Bernardino and Fort Mojave during the latter part of the Civil War.

Causing some debate is the occurrence of the first civilian mail in Arizona. Aside from the casual passing on of letters by occasional travelers, the first civilian mail was possibly the express operated by Adams & Company of San Francisco in 1854. The newspaper *Los Angeles Star* of October 26, 1854, carried an advertisement calling attention to their ex-

press service to San Diego, Lower California, the Gila River and towns in Sonora. At this time, Arizona was often referred to as Sonora. There is some doubt that the express service actually reached Arizona. Adams & Company advertised two routes through Arizona at this time, both of which began at Yuma. One route followed the Gila and Santa Cruz Rivers, while the other followed roughly the present international boundary line to Sonoita (Arizona), then dipped into Mexico to Altar and Hermosillo.

In 1857, the citizens of southern Arizona petitioned Congress asking to be organized as a separate territory from New Mexico. One of the services requested was a post route. Not as a result of that petition, but largely because of lobbying by Californians and other interested parties, in April of 1857 the Post Office Department sought bids for an overland mail to California. None of the five bids that outlined routes across Arizona met with



FORT YUMA ON THE COLORADO

the Postmaster General's entire approval, but all bids stipulated that they would follow a route desired by the Postmaster General if such was a requisite to receiving the contract. The contract for route number 8076 was ultimately awarded to James E. Birch of the famous California stages with service to begin in July of 1857.

The story of this line has been told in many publications. It was variously called the Birch Line, the San Antonio-San Diego Line and the Jackass Express. The route followed the established path of travel through Apache Pass to Tucson and down the Santa Cruz and Gila Rivers to Fort Yuma. In its early operations, single horses were used rather than stage coaches, until the necessary relay stations could be built. The first use of the four-horse Concord Stage took place on November 15, 1857. The first trip from San Antonio to San Diego required thirty-four days, but as the route became better known to

*...a passenger told of attempts
to avoid Tonto Apaches...the
loss of a pack mule with vital
supplies...shortages of
food...theft of stock...and high
waters.*

the drivers the time was cut down significantly. The nickname Jackass Mail derived from the fact that mail and passengers were taken from Yuma to San Diego on muleback.

As an example of the adventures encountered on the first eastward trip of this line, a passenger told of attempts to avoid Tonto Apaches at the Gila River; the loss of a pack mule with vital supplies; shortages of food on the run; theft of stock by Comanches near Camp Lancaster, California, and high waters along the Nueces River in Texas, all of which delayed the schedule.

James Birch died tragically in the sinking of the steamer Central America off Cape Hatteras on September 12, 1857. Incidentally, Birch was on his way to Washington to negotiate renewal of his mail contract for which John Butterfield was competing.

Even before the death of Birch, northern Californians were much concerned about the route running from Texas to Southern California. Reasons given, among others, were that Southern California would have a monopoly in getting the semi-weekly newspapers from the east first. Real reasons for the opposition to the southern route were the political and economic pressures. The possibility that later railroads would follow the southern routes increased the sentiment that the building up of Southern California would occur, to the detriment of the Northern California, which would suffer from the trade monopoly thus established. Nonetheless, the Birch line carried the mail and the *Texas Almanac* of 1859 said, "If proof could be sufficient to satisfy the world of the superior advantages of this route for a railroad to the Pacific, it should be such proof as this."

The Post Office Department awarded the contract for route number 12, 578 from St. Louis to San Francisco through New Mexico to John Butterfield and his group in September 1857, to be effective September 15, 1858. Arizona had both the Birch Line and the Butterfield Line running over the same route for a short time thereafter. As of October 27, 1858, the San Antonio-San Diego line operated only the sections east of the Rio Grande River and west of the Colorado River.

The post offices that were established in Arizona prior to 1860, excluding those at military posts, were along the overland mail route, except for the first post office in Arizona which was established at Fort Defiance near Window Rock in April, 1856. The next office was established at Tucson on November 11, 1857, shortly after inauguration of the Overland Mail. Colorado City post office was

OVERLAND TO TEXAS!

THE SAN ANTONIO AND SAN DIEGO MAIL LINE

Which has been in successful operation since July, 1856, are ticketing **PASSENGERS** through to San Antonio, Texas, and also to all intermediate Stations. Passengers and Express Matter forwarded in **NEW COACHES**, drawn by six mules over the entire length of our Line, excepting from San Diego to Fort Yuma, a distance of 180 miles, which we cross on mule back. Passengers **GUARANTEED** in their tickets to ride in Coaches, excepting the 180 miles, as above stated. Passengers are ticketed from San Diego to

**FORT YUMA, EL PASO, MARICOPA WELLS,
FORT BLISS, TUCSON, FORT DAVIS,
LA MESILLA, FORT LANCASTER FORT FILLMORE,
FORT HUDSON and SAN ANTONIO.**

The Coaches of our Line leave semi-monthly from each end, on the 9th and 20th of each month, at 6 o'clock, A. M.

An armed escort travels through the Indian country, with each Mail Train, for the protection of the Mails and Passengers.

Passengers are provided with Provisions during the trip, except where the Coach stops at Public Houses along the Line, at which each Passenger will pay for his own Meal. Each Passenger is allowed thirty pounds of Personal Baggage, exclusive of blankets and arms.

Passengers from San Francisco can take the C. S. N. Co.'s splendid

Steamer SENATOR, Capt. Tom Seeley,

which leaves San Francisco on the 3d and 18th of each Month, and connects with our Line.

Passengers going to San Antonio can take a Daily Line of Four-Horse Coaches to Indianola, from which place there is a Semi-Weekly Line of splendid Mail Steamers to New Orleans.

FARE on this Line as follows, including Rations:

San Diego to Fort Yuma...	\$40	San Diego to El Paso....	\$125
" " Tucson.....	80	" " San Antonio.	200

Intermediate Stations beyond Fort Yuma, 15 cents per mile.

Passengers can obtain all necessary outfits in San Diego.

For further information, and for the purchase of Tickets, apply at the Office of the Company in this City, or to

H. VAN VALKENBURGH,

Corner Sacramento and Montgomery Sts.

(Freeman & Co.'s Express Office,)..... **SAN FRANCISCO.**

	R. E. DOYLE.	} PROPRIETORS.
SAN DIEGO, Oct. 1, 1858.	G. H. GIDDINGS.	

384.—By stage-coach to California. Each passenger was allowed 30 pounds of baggage besides his blankets and firearms. A hundred and eighty miles of the stage-coach trip was performed on muleback. Armed escort with every vehicle. Ticket, \$200.

set up in 1859, later renamed Arizona city, and then Yuma, and was located on the overland route directly opposite Camp Yuma. A post office was opened at Maricopa, an important watering place on the overland mail route on April 13, 1858. The following year the post office at Pima Village was established. This probably was the most important relay station in Arizona between Tucson and Arizona City (later Yuma), where a post office was established March 17, 1858. Gila City, the site of a brief mining stampede on the Gila route of the overland mail received its post office December 24, 1858.

"Thus the first mail of the 35th parallel was brought on...camels."

In their excellent book entitled *Arizona Post Offices and Postmasters*, John and Lillian Theobald of Phoenix say that "Famed in southwestern history is a noble experiment with camels. Logical as it would seem that this animal would be supremely successful as a beast of burden in the Arizona deserts, his temperament, his odor and his impatient and inexperienced drivers doomed the experiment to failure." Another author, W. Turrentine Jackson relates that "the Camel party—escorted by a troop movement of 700 men... with mail strapped to the backs of the camels. Thus the first mail of the 35th parallel was brought on...camels."

In yet another kind of unique experience, mail was transported by steamboats on the Colorado river to the various mining camps and forts along the river. The *Arizona Sentinel* of November 24, 1877 complained about this service. It noted that mail had been accumulating at Ehrenberg, along the river, for a long time. It said that the mail had been brought to Hardyville by courtesy of the Colorado Steam and Navigation Company's officers. The

postal history facet of the Colorado River steamboats is a subject for a great deal more research. No record, as of yet, of a government mail contract with a Colorado River steamboat company has been found. It is possible for the steamboats to have carried letters as "way" mail.

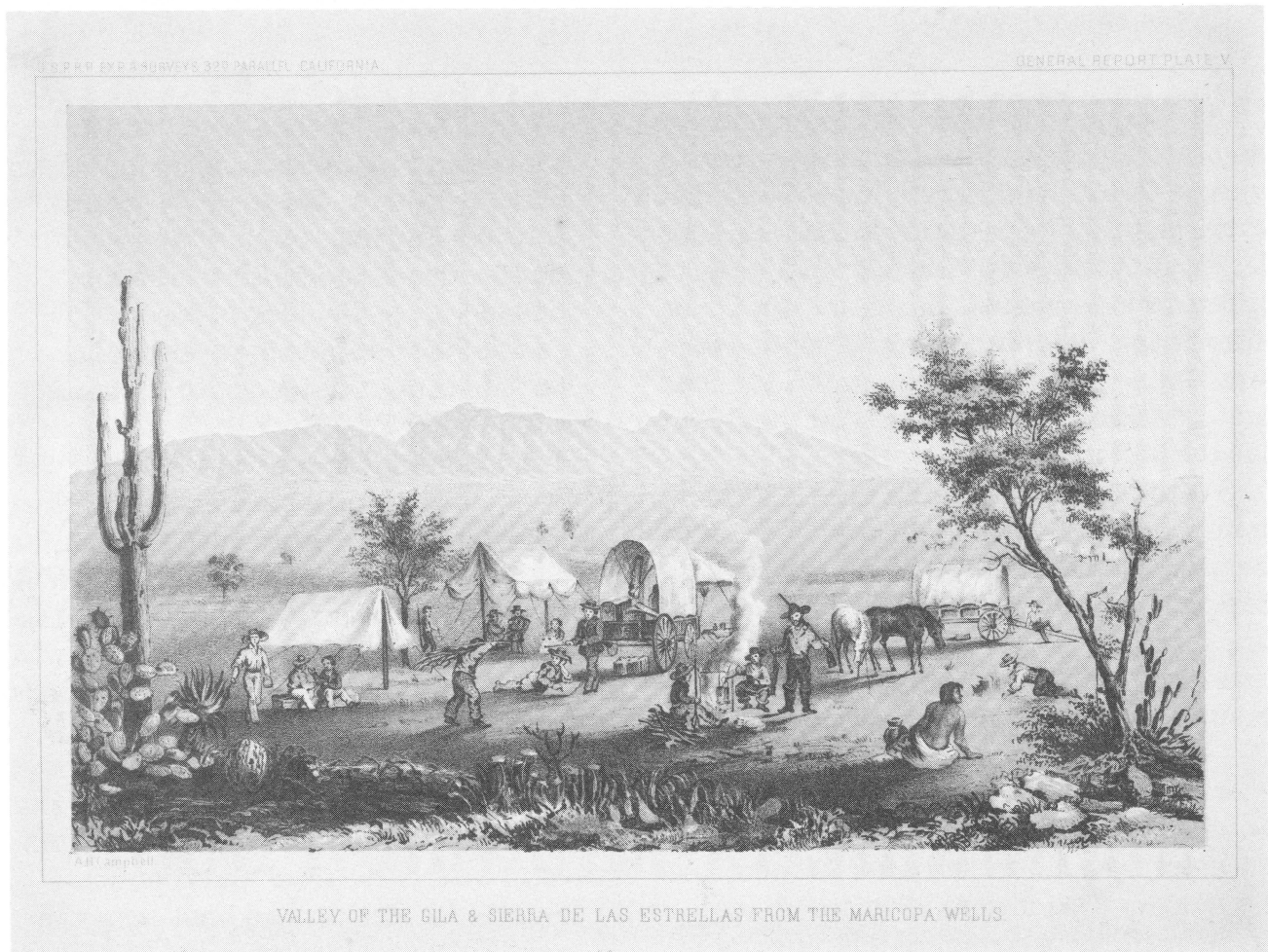
Yet another kind of mail service, and perhaps the first used by Anglo-Americans, was a civilian-transported type. In Arizona, a non-official carrying of letters was done by immigrants, travelers and specially hired couriers. An example of the latter is contained in the journal which Phocian Way kept while a passenger on the San Diego-San Antonio mail line in 1858. While at Dragoon Springs, Way relates, one of the guards who accompanied the coach through Apache country, a Bill Benton, was hired by one of the travelers at a fee of fifty dollars to carry an express to Fort Buchanan.

The area around Tubac was the scene of much mining activity in the late 1850s and employees of the mining companies naturally wanted some connection to the Overland Mail in Tucson. A post office was established at Tubac in February 1859, but as the *Weekly Arizonian* caustically noted in March, "It is to be regretted that the absence of any regular mail route maintained by the government will somewhat diminish the receipts of the office." However, in that same month, the Sonora Exploring and Mining Company had given notice that a mail would be sent to Tucson from their Tubac office every Friday and a return mail received every Sunday. Postmaster Fred Hulseman had his office in the store of the Sonora Exploring and Mining Company. The Post Office Department issued the first official contract for this service on October 2, 1960.

During the 1850s, mail was delivered to the addressees in a hit or miss fashion. It should be kept in mind, however, that the miners and adventurers were transients and usually left no forwarding addresses. Weekly

newspapers customarily listed the uncalled for letters on hand at the post office. In February, 1857, a Los Angeles paper carried a notice that a package of letters from Sonora had been left in the drug store of Dr. Carter on Los Angeles Street, and that anyone expecting a letter from that quarter should check with the Doctor. Mail delivery men as we know them today were non-existent, letters and other mail being held at the post office to be claimed. Mail was sometimes dropped off at stage stops which were not official post offices. The *Weekly Arizonian* of June 2, 1859 carried an ad by the Overland Mail Company stating that mail, packages or boxes unclaimed at the stage station after 24 hours would be at the owner's risk and the Overland Mail Company would assume no responsibility as it made no charge for storage.

Although the contract with the Overland Mail did not require the stages to carry newspapers, this service was rendered by courtesy of the company. In March and April, 1859, the editor of the *Weekly Arizonian*, published at Tubac, expressed his thanks to the proprietors and coach drivers of the line for their transporting of the newspapers. However, in June an editorial noted that subscribers in El Paso, Mesilla, and Fort Fillmore were complaining because their papers sometimes arrived very late or not at all. A San Diego editor, writing in the same year, complained that the papers he received from Texas were usually late. Also, he suspected that some of the postmasters along the route were reading the newspapers and sending them along by the next mail. He especially suspected the postmaster at Yuma, who was generally considered to be practicing this habit.



**RECEIPTS AND EXPENDITURES OF THE
NEW MEXICO POST OFFICE DEPARTMENT, 1853-1861**

	<u>1853</u>	<u>1855</u>	<u>1856</u>	<u>1857</u>	<u>1858</u>	<u>1859</u>	<u>1861</u>
Receipts							
Letter postage	351	578	346	176	139	374	701
Newspaper postage	85	148	146	146	106	224	237
Registered letters	—	—	7	7	4	2	3
Stamps sold	81	292	649	1,311	1,511	2,131	3,242
TOTAL	517	1,018	1,148	1,640	1,760	2,731	4,183
Expenditures							
Compensation to postmasters	—	—	574	690	750	1,574	2,163
Incidental expenses	—	—	63	2	16	11	1
Transportation costs	19,647	32,014	32,813	44,991	30,680	15,263	19,842
TOTAL	19,647	32,014	33,450	45,683	31,446	16,848	22,006
Excess of Expenditures over Receipts	19,130	31,996	32,302	44,043	29,686	14,117	17,823

All figures rounded to the nearest dollar. Compiled from the annual reports of the U.S. Postmaster General for the appropriate years. (DAK)

The stagecoach which left Los Angeles for the East on November 12, 1858, carried a meager 261 letters. Papers in 1859 tell that every stage going east carried 2,500 to 3,000 letters. Regular shipments of mail bags of letters from England came west to St. Louis. These bags, weighing about 30 pounds each were received in lots of six or seven at a time and contained letters destined for the Orient via the Butterfield Line.

At the beginning of the Overland Mail, transcontinental letters sent overland had to be marked "Overland Mail via El Paso and San Antonio;" if not so marked the mail went via Panama and steamships. In 1860, Postmaster C.L. Weller of San Francisco announced as follows in the newspapers:

"Sir, will you please inform your readers that, agreeably to instructions received from the Post Office Department, I shall, on and after Monday, January 23rd instant, dispatch all letter mail out or coming to this office for

Atlantic States, by the Great Overland route except such as may be designated by the writers to go by steamship via Panama. On and after said day it will not be necessary to endorse letters 'via Overland' as heretofore, to ensure their transmission by that route. But letters to go via Panama must be so endorsed."

This seeming shot in the arm could not, however, save the poor business venture that the Overland Mail represented. In fact the whole New Mexico postal system was losing money and thus a heavy burden on the taxpayers. The Birch Line in one year showed only a net profit of \$601 from operations (excluding transportation charges), the percent being the worst in the national postal system. Postage sales were not great, and receipts in general were small when compared to costs of the Overland contract.

Figures for receipts and costs reflect that the ventures were a burden on the Post Office

OVERLAND MAIL ROUTES ACROSS ARIZONA
Costs and Receipts
1859

	<u>Annual cost</u>	<u>Annual receipts</u>
"3. From San Antonio, via El Paso, to San Diego, semi-monthly, (weekly from San Antonio to El Paso and Fort Yuma)."	\$196,448.	\$601.
"4. From St. Louis and Memphis, via El Paso, to San Francisco."	\$600,000.	\$27,230.

Report of the Postmaster General, 1859, House Executive Document No. 1, part 3, 36th Congress, 1st Session, p. 1408.

Department finances. In considering the losses for any overland mail route it should be remembered that many of the letters had their postage paid at offices beyond the route, therefore, the total postal receipts resulting from the overland route were undoubtedly much greater than the route receipts would suggest. Postmaster General Joseph Holt attacked the unsound Butterfield Overland Mail. On this route the government was spending \$600,000 a year as against receipts of only \$27,000. At that rate, the Postmaster General continued, the government would lose \$3,000,000 during the six year contract. He wanted service reduced but found that the customary clause permitting the Postmaster General to revise a contract had been omitted in the case of Butterfield and so he could do nothing. He pointed out that two and one half tons of mail were sent to the Pacific Coast semi-weekly and to transport all of this overland could result in a yearly loss of over \$6,500,000. He therefore concluded that until a transcontinental railroad was built, overland transportation of Pacific mails should be regarded as impractical.

On March 2, 1861, two days before Lincoln's inaugural, the Postmaster General was empowered by Congress to discontinue overland mail service on the route through Arizona, and contracts were terminated as of June 30, 1861. The same contractors were allowed to continue their runs to California along a central route and the transfer of stock and equipment to the new route was begun in April. With the advent of the Civil War, Arizona was left without civilian mail service and the redevelopment and extension of mail service had to await the end of the war.

(Editor's note—To learn more about this subject, I refer you to the two excellent articles by F. Eugene Nelson in *The Heliograph* #1 [Winter 1987] and #2 [Spring 1987] titled, respectively, "United States Mail Routes in Southern Arizona Before the Civil War" and "Pre-Civil War Post Offices in Arizona.")

The Penny Postal Card— Additional Postage Required in the Nineteenth Century

by D. A. Kelsey

The penny postal card was introduced in the United States in 1873, and immediately proved to be overwhelmingly popular. There were times in the nineteenth century, however, when a penny just wasn't enough to send your message; additional postage had to be affixed.

Postal laws and regulations stated, "when anything whatever is attached to a postal card...it is thereby rendered unmailable as a postal card, and can only be sent in the mails as first-class matter."

Figure 1 illustrates a postal card issue of 1881 (Scott #UX7) sent from Pittsburgh, PA to Cleveland, OH on December 26, 1885 with a newspaper clipping attached to the reverse.

The regulations further state, "when a postal card which is unmailable by reason of having anything attached to it...should nev-

ertheless reach the office of destination, it must be treated as an insufficiently prepaid letter, and two cents additional charged and collected on delivery. If the addressee refuses payment, the card should be returned to the office of mailing."

This card was received by the Cleveland post office where it was handstamped "UNMAILABLE." There is no indication as to whether it was delivered to the addressee or returned to Pittsburgh. Furthermore, there are no markings to indicate the insufficient postage of two cents.

A more extreme example of the infraction of regulations is shown by figure 2—a postal card sent from Mount Pleasant, Michigan, to Cleveland, Ohio, in 1883 with a newspaper clipping of a legal notice attached to the reverse. It was mailed without affixing first

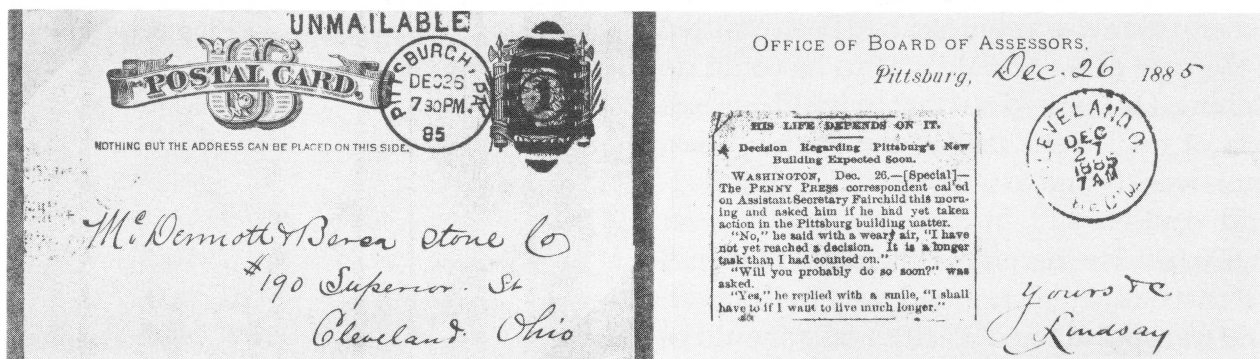


Figure 1, address and message sides.

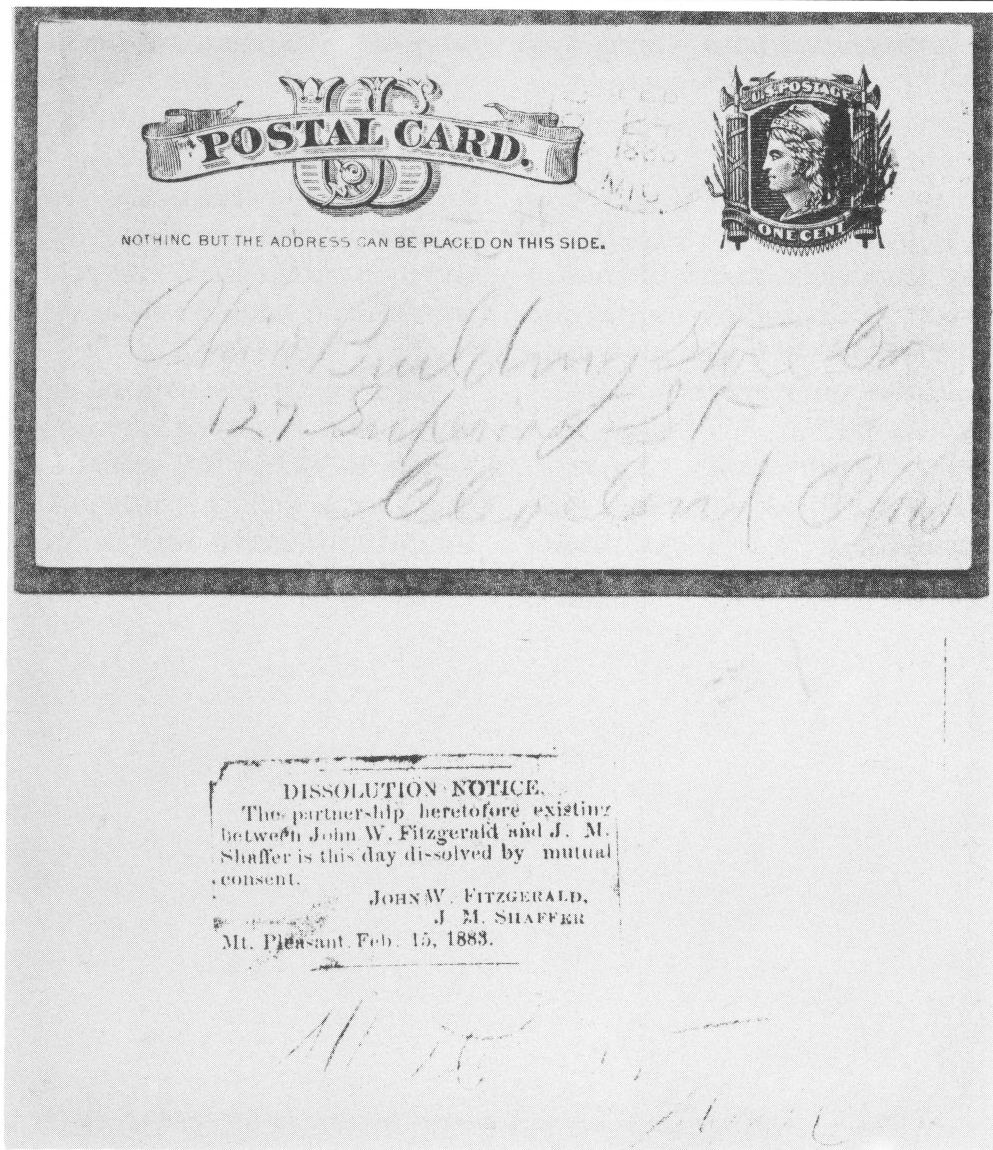


Figure 2, address and message sides.

class postage and it should have been declared "UNMAILABLE" by the Cleveland post office and charged postage due; and, if refused by the addressee, returned to Mount Pleasant. In other words, this card slipped through the system against regulations.

With the refusal of the Post Office Department to redeem postal cards in the hands of private individuals for any reason, some resourceful individuals took the unused postal cards, mostly preprinted with advertising on the reverse, and covered the message side with a bronzing, china, or paper coating hoping that the postmaster would not declare

them as unmailable. Since the number of cards showing this reuse are few, it can be assumed that the postmasters took them out of the mails and destroyed them after the required waiting period.

Examples of cards with an additional two cents postage affixed to properly prepay the three cent letter rate for items attached to the message side are shown in figures 3 and 4. These were picked because of the unusual nature of their attachments.

Figure 3 is a Michigan Sheriff's reward card alerting the law officers of surrounding counties to be on the lookout for two jail

escapees. Mr. Lawrence, whose photograph is attached to the card, is a particularly disgusting criminal. One wonders if the duo were ever caught.

Attaching the calling card of a young gentleman to a postal card addressed to a lady by slitting the postal card in four areas to allow the corners of the calling card to slip into the postal card was an ingenious way to get a message to this young lady (figure 4. "Its never too late to mind."

The majority of cards showing forwarding due to change of address were of the type that were turned over to the postmaster

immediately upon receipt at the post office or where the postmaster had previously been given the forwarding address (such as when a business moved). These did not require an additional one cent stamp (figure 5). However, once cards were delivered to an address and then redelivered to the post office for forwarding, an additional one cent stamp was required (figure 6).

The postal regulations state, "when a postal card has once been delivered to the person to whom it is addressed it loses its character as a postal card; and if it is offered for mailing again it must be prepaid either at



Figure 3, address and message sides.

letter or third class rates, as indicated by the nature of the printing or writing thereon."

Figure 7 is a card delivered to the addressee at Bethlehem, PA, thereby being taken out of the mails. It was then readdressed for forwarding to Philadelphia. The writing on the back of the card indicates that it had to be forwarded at the three cent first class rate, hence the addition of the stamp.

The Attorney General ruled that remailed postal cards would require the letter rate of three cents (figure 8). This card was sent as an assessment to a member of the Masonic Relief Association. If the member wanted a receipt

for the assessment, he returned the card, with a three cent stamp affixed, in an envelope with his money to the Association. The Association's secretary marked the card "PAID" then remailed it to the member. Note the instructions printed on the bottom of the card, "A receipt WILL NOT be given unless this card is returned with a THREE CENT Postage Stamp affixed to the address side."

Regulations declared that nothing but the address should appear on the front side of the postal card. "When the regulation is disregarded the cards are unmailable as postal cards. The amount on an unmailable postal

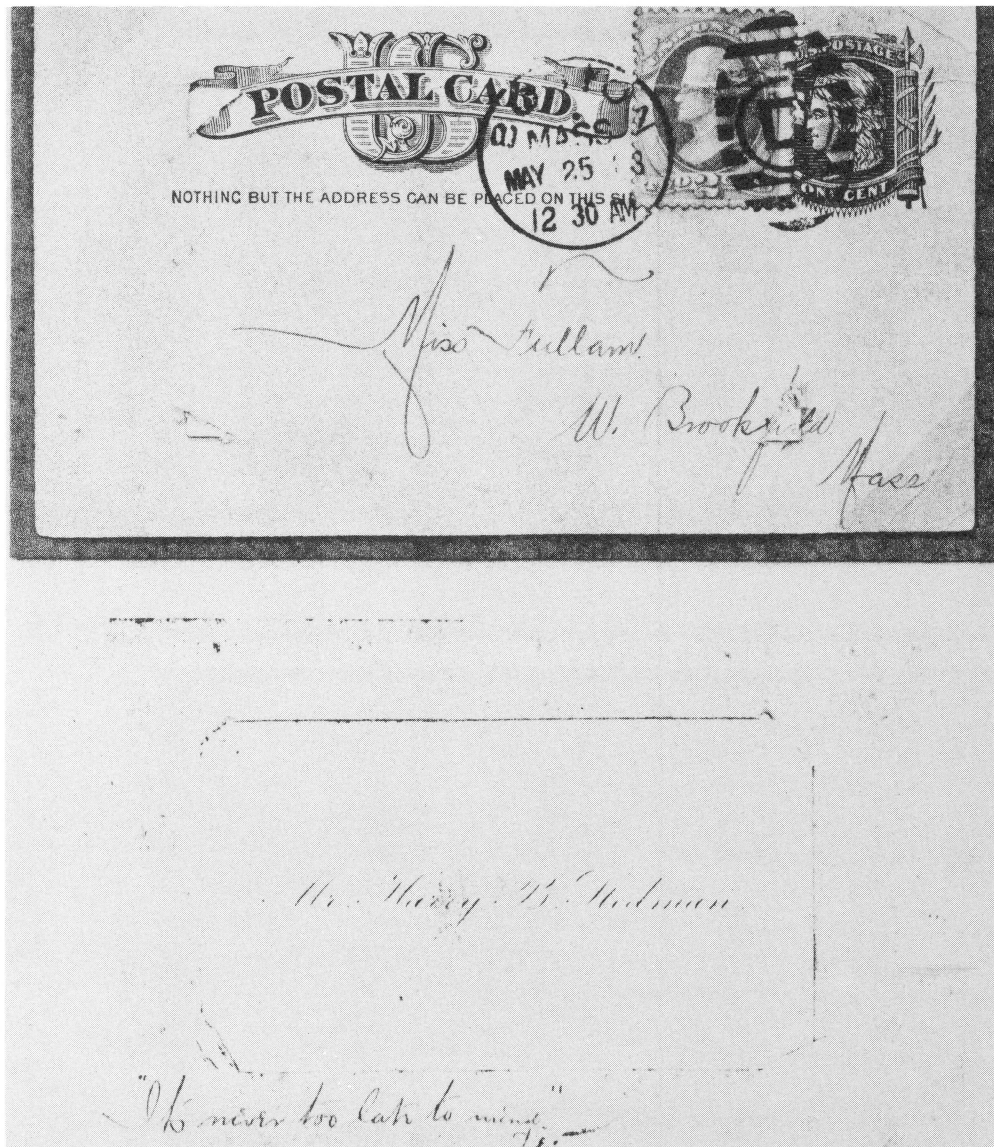


Figure 4, address and message sides.

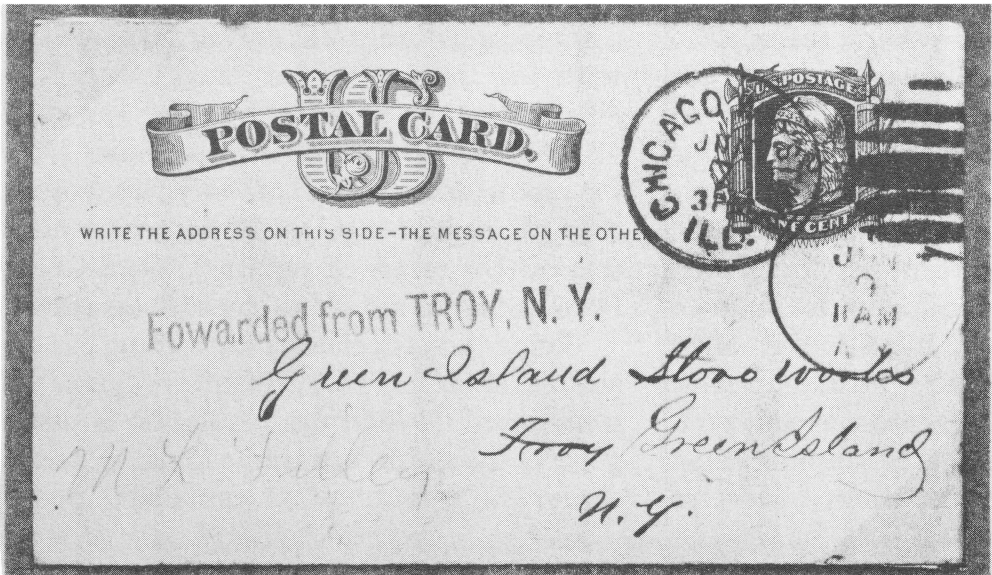


Figure 5.



Figure 6.

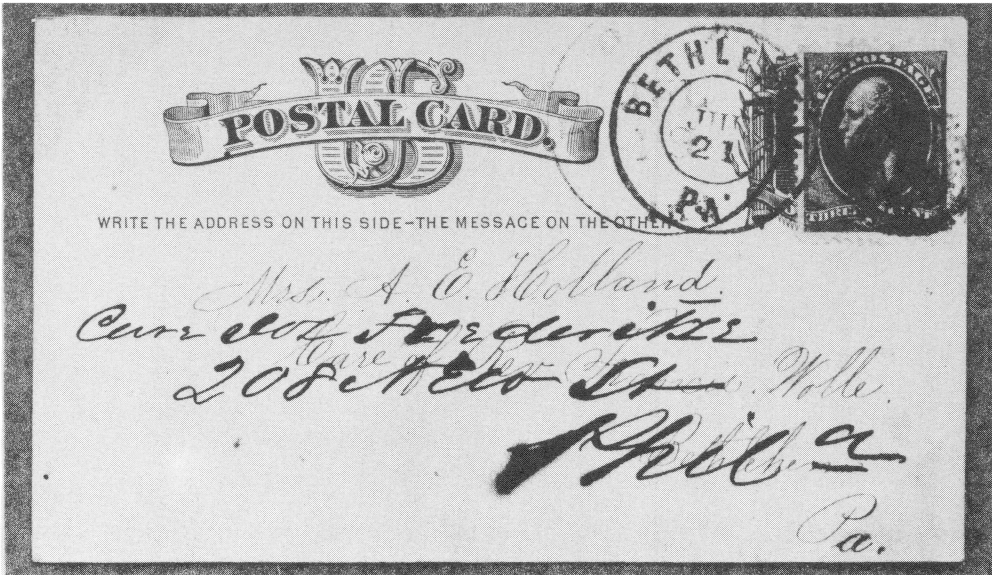


Figure 7

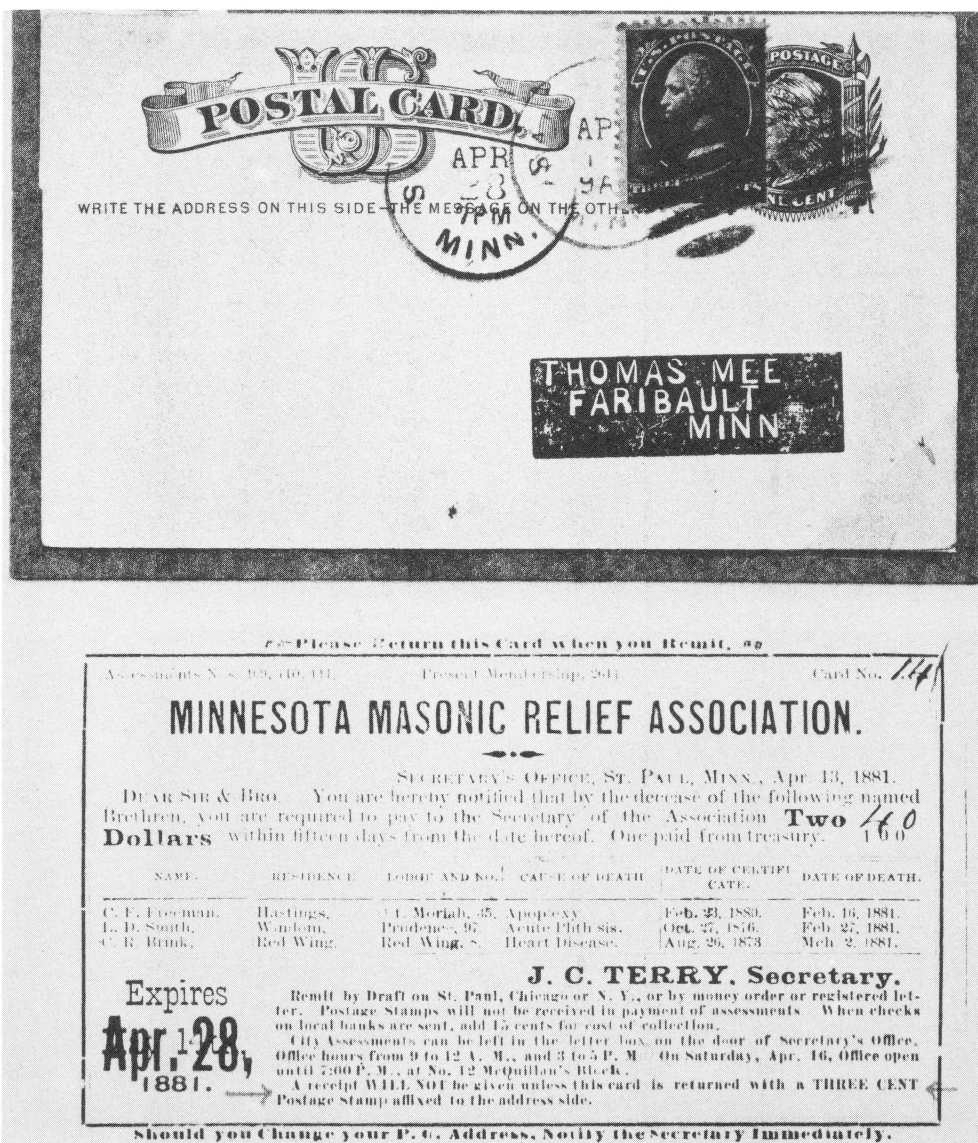


Figure 8, address and message sides.

card which has nevertheless reached its destination, should be rated up as on a letter. Five cents should be rated up."

Figure 9 is a postal card with a red decorative border printed around the edges and properly prepaid at the current two cent letter rate. However, figures 11 and 12 are astonishing examples of defying the address-only admonition.

Figure 10 is an all-over advertisement in purple for a resort. It can't be missed by the most blind postal clerk! Yet, it was received at its destination without being declared un-mailable and charged postage due.

Figure 11 is even more amazing in its disregard of postal regulations. It is a card advertising violin and guitar supplies with a printed as on the front of the card by J.R. Holcomb & Co., Medina Creek, Medina Co., Ohio. J.R. Holcomb was the postmaster of Medina Creek, as evidenced by figure 12, and should have known better than to pull a stunt like this. Obviously, Mr. Holcomb chose to ignore the regulations and failed to affix additional postage as required.

After the Universal Postal Union became effective in 1878, postal cards mailed to UPU countries, Canada, and Newfoundland re-

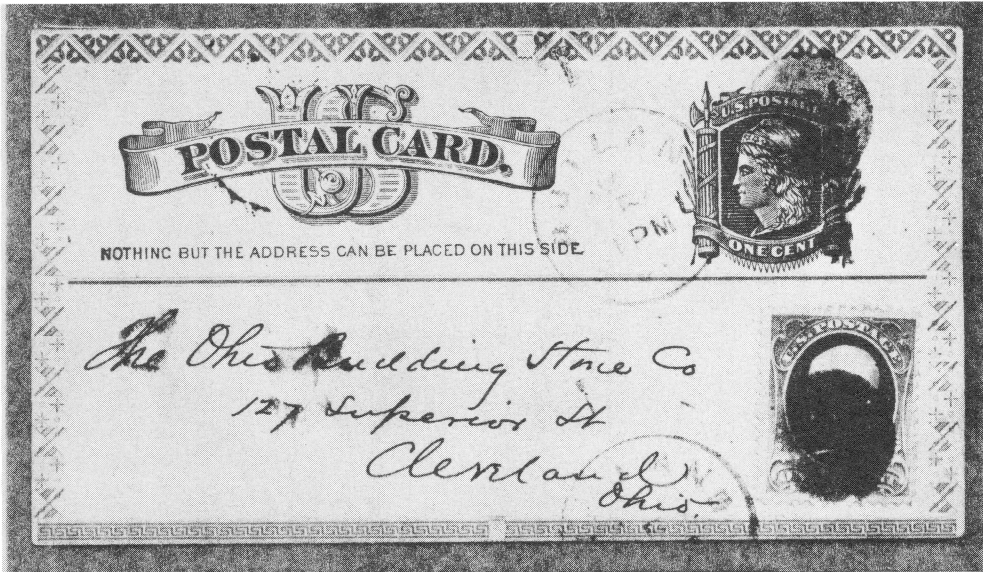


Figure 9.

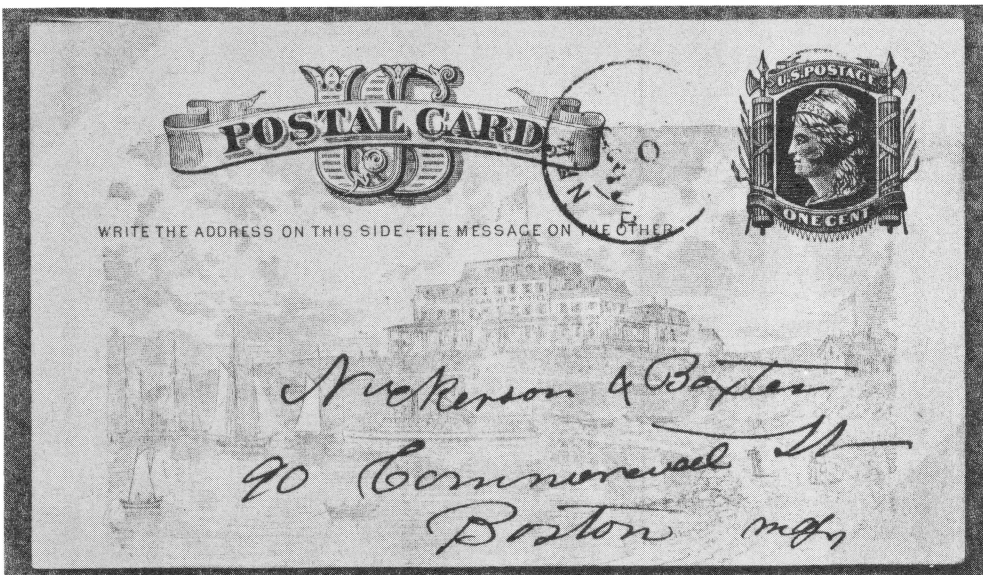


Figure 10.

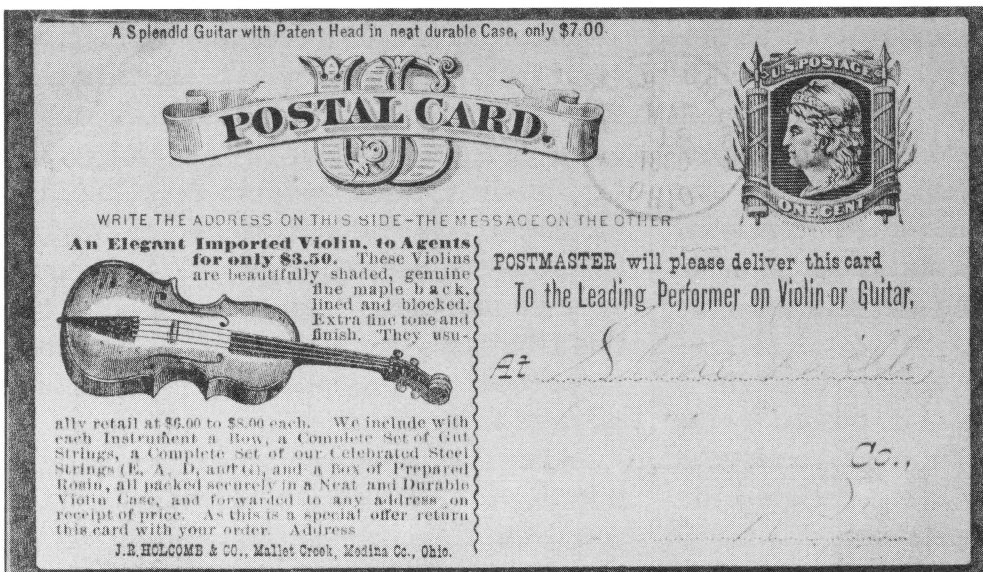


Figure 11.

quired an additional one cent stamp to be affixed to make up the compulsory prepayment of two cents.

The Kingdom of Hawaii joined the UPU January 1, 1882, therefore it cost two cents to send a postal card to Honolulu in October, 1883 (figure 13).

Yet one, month later, a card addressed to the same Julia Ward from the same correspondent was sent insufficiently prepaid by one cent (figure 14). It was marked "T" (postage due) and "5" (centimes) at the San Francisco exchange office and sent to Honolulu where it was forwarded to

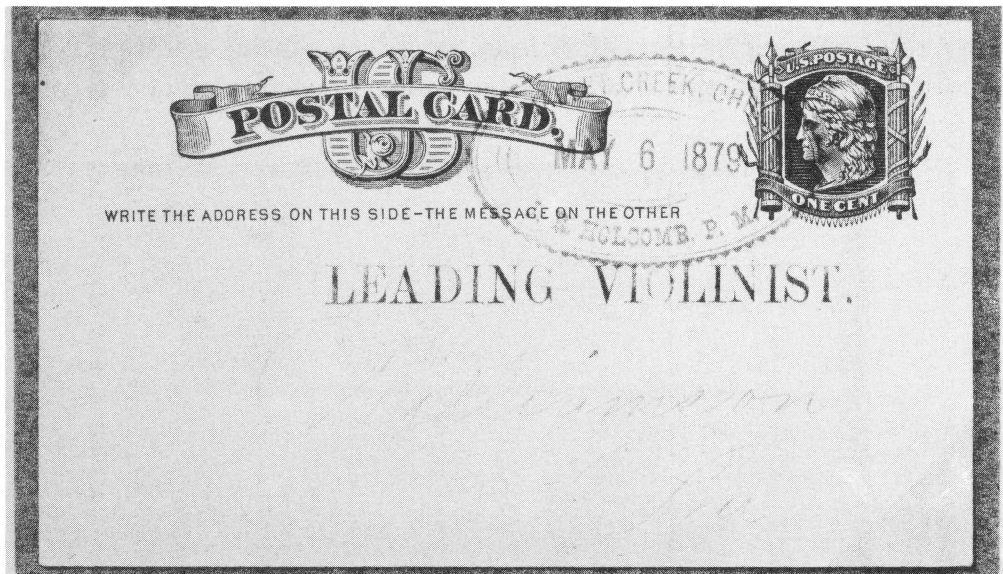


Figure 12.

Maui. It makes one wonder how an individual can pay the proper amount one month, then forget to add a stamp to the card the next month.

If it cost two cents to mail a postal card from the United States to Canada, why didn't it also cost two cents to mail a US postal card from Canada to the United States? Figure 15 is a card mailed from St. Armand, Province of Quebec, Canada May 5, 1881, to Taftsville, Vermont. Cancelled at St. Armand Station, it does not have any additional postage affixed.

Supplementary mail markings designate the special service of dispatching mail after the regular mail closed at a fee of double the regular rate. This was paid for getting the mail aboard ship after the regular mail closing and before sailing time.

Figure 16 is a card illustrating the two cent rate to England plus an additional two cents paid for supplementary mail service as indicated by the cancellation, January 15, 1879—

New York to Liverpool, England. It would have to be something of very special importance to cause the user of a postal card to go to the trouble and expense involving such type of mail service. As it happens, the message side of this card is not of particular urgency in

today's business world, but perhaps it was significant to the correspondents involved. It is from an earthenware dealer in New York City and the message reads, "Per Germania, sailed Jan 11th we sent box of samples for Clementson Bros. addressed to your care. Please forward it and advise us of the expenses on same charged to our account. M(ayer). B(rothers)."

Postal cards can be registered, just like letters. According to the Postal Guide, "any article of mail matter, except those addressed under initials, or with the address written with a pencil, may be registered, subject to prepayment of the postage upon the article according to its nature, in addition to the registration fee."

When the penny postal card was introduced in 1873, the registry fee was fifteen cents. To date, no registered cards are known showing this usage. Of course, no sooner are

these words printed then someone will come forward with such an example!

On January 1, 1874, the rate was reduced to eight cents until it was increased to ten cents on July 1, 1875. On January 1, 1893 the registry fee was again reduced to eight cents where it remained throughout the rest of the century. Postal cards are known showing this latter rate, with eight cents additional postage affixed. If registration was to protect valu-

able enclosures in letters, why register a postal card? the most logical reason is to protect the information on the card and to insure safe delivery.

When special delivery service began on October 1, 1885, the fee was ten cents where it remained until well into the twentieth century. Postal cards are known as early as 1885 with an additional ten cents postage or a special delivery stamp affixed to pay for the

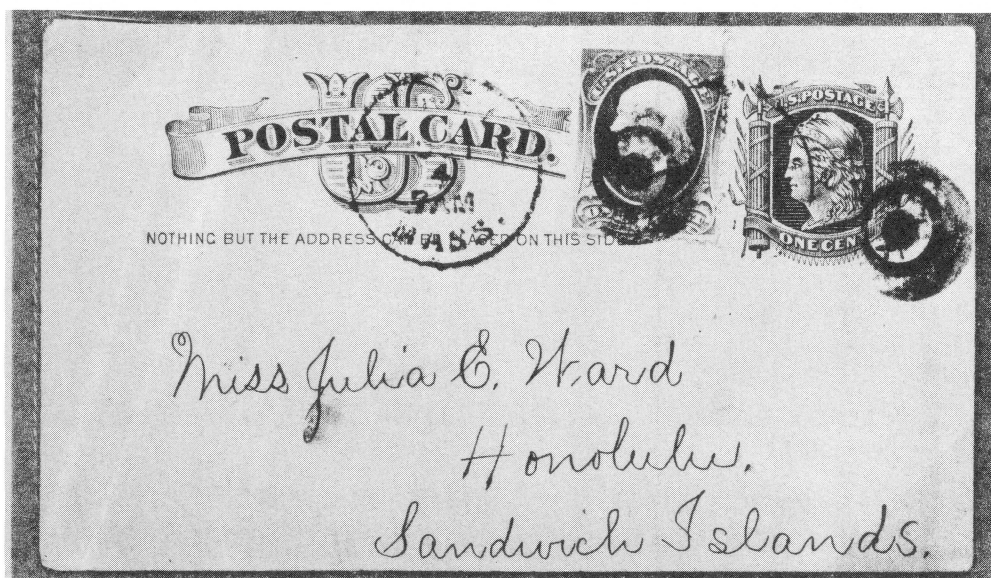


Figure 13.



Figure 14.

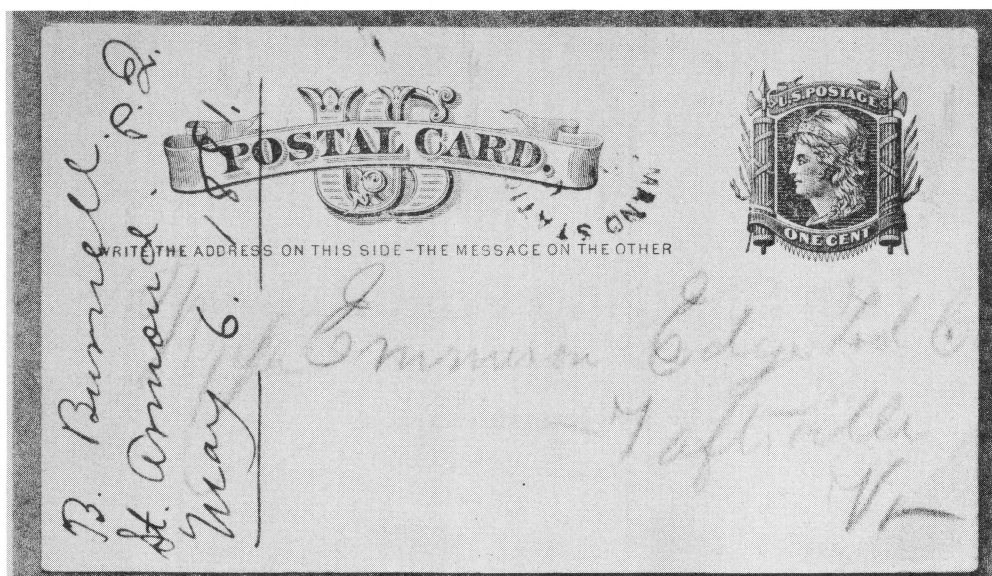


Figure 15.

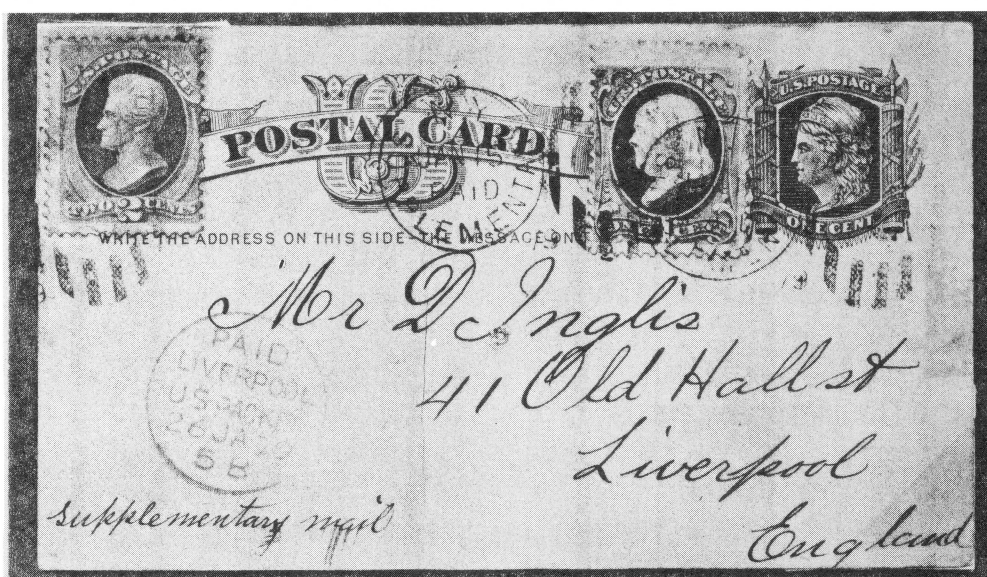


Figure 16.

special delivery service. People paid the extra money for faster delivery service; and, in some cases, the importance of the message on the card made the extra expense worthwhile. After all, "time is money."

The penny postal card was an institution for almost seventy-eight years—until Decem-

ber 31, 1951—except for twenty months in 1917–19. In the forty years since the rate was permanently raised to two cents, the "penny" postal card has jumped in price to nineteen cents—and that's the price before additional postage is required for special services and foreign destinations! Times have changed.

On Studying Postal Guides

by Herman Herst, Jr.

One can get a great deal of pleasure, as well as rewards one's knowledge of postal history by reference to the Postal Guides of another era.

For many years, these could be picked up in bookstores for a pittance. Their present scarcity is difficult to understand. At the turn of the century, there were over 40,000 post offices in the nation. Each year, each post office would be supplied with a new guide, and the old one would be discarded. Where are they today?

Nevertheless, they are available, although these days, with the increased demand for them from philatelists, they do take some finding, but with the exception of some of the more popular ones, such as those from 1851, 1869, and of course those before 1847, most can be bought for modest sums.

In our own library, our earliest is 1808, and after that, every decade is represented by at least one Guide, with almost every year included from 1875 to the turn of the century. Of all on my shelves, my favorite is that for 1879, for this one gives the total business done by every office in the country, and the compensation for every Postmaster. It even lists the Mail Contractors for all offices, together with the compensation received.

Private mail contractors are not postal employees. They are individuals who agree

to carry the mail for a pre-arranged sum. Usually it was set by sealed bidding, but in a Territory such as Arizona at the time, the Post Office would be happy to have even one contractor seek the privilege.

Most profitable of Territorial mail contracts was the one awarded to one E.P. Forster. He held it for only three months, from July 1, 1878 to September 30th in the same year, but he was enriched in that period by \$42,033. Next profitable in the way of a contract was O.J. Salisbury, who held it through the year, to the extent of \$29,900. Another contractor, John A. Walsh, assumed a contract on April 14, 1879, and between then and the balance of the year, he earned \$18,500, not too bad, but of course we have no way of knowing what his expenses were.

The smallest sum paid for a full year contract of carrying the mail went to Charles H. Tully, who earned \$720. Smaller sums for partial year services were awarded W.H. Sutherland (\$606.60) and W.N. Griffeth (\$680).

Best paid of the postmasters in the Territory was that of Prescott, F.W. Otis, who earned \$2,100 in the previous year. Phoenix was a poor second. Its postmaster, W.A. Hancock, drew \$873.24 for his services. His salary was exceeded by C.H. Lord, the Tucson postmaster, who was awarded \$1,800 for his efforts in Arizona's second city, by today's standards.

There were other considerations than monetary in being a postmaster in the old days. For the smallest offices, compensation depended on how much business the office did. The smallest could keep every penny that went through its hands. This sounded fine, except that once the revenue exceeded a prescribed figure, the office would have its classification changed, and the basis would also change. A general store would be happy to have a post office, since those coming for postal purposes would often linger to do business. Many offices were in private homes, where the extra expense would be negligible.

The latter might have been the case with the office in Yavapai County by the name of Williamson's Valley. It may have been a long name for a town, but the post office was short on revenue. In the entire year of 1878, its total

business done amounted to five cents. We have no way of knowing whether this may have disappointed the postmaster, W.J. Simmons. In fact, it would be difficult to explain how the odd sum was arrived at, the setter rate at the time being three cents. Perhaps one first class letter going out (3¢) and a drop letter (2¢) might account for it, or perhaps a first class letter coming in, underpaid by two cents.

Nevertheless, we would venture to say that in the collecting of Arizona Territorial covers, the rarest thing that one might possibly encounter would be an 1878 cover from Williamson's Valley. We would appreciate it if all readers of this article would check through their collections, and report how many they will find.

Despatch from the Frontier

Five of the men whose duty it is to preserve the United States mail's reputation for security and maintain the good name of its thousands of employees sat around an oval conference table.

"This registry case stumps me," exclaimed Inspector Mallers. "Davis tried it, Johnson took it, and I've been on it for three months, but the fellow who is doing the lifting is too slick for us."

"Any more clues?"

"Only this, Calvert, the theft of enclosures has been narrowed down to one of six places."

"And the letters are resealed?"

"Yes, resealed. I've been over and over—"

"Let me take this case," interrupted Anderson. He brought his tilted chair down with a thud. "Let me do just what I want to do—no questions asked—and I'll clean it up."

"Take it and welcome," declared Calvert.

"I'll say so!"

Two months later the five inspectors gathered about the table again.

"Say, Anderson, here's another rifled envelope," guyed Calvert. "I thought you were going to finish up that case the next day."

Anderson grinned, but he took the envelope. Moistening the glue on the flap, he held the envelope close to his nose.

"On the scent, Anderson," roared Davis.

"Gentlemen," Anderson said soberly, "That envelope was rifled at Bowler City."

"What!"

"The man who opened it will be apprehended within a week," he continued calmly.

"How do you do it? What's the catch?"

"You'd better change your name to Pinkerton or Sherlock Holmes."

"This is how it is done," he explained. "I put six different perfumes—lilac, violet, lilies of the valley, mignonette, rose, and heliotrope—into glue consigned to six places under suspicion. Of course glue had to be used to reseat the rifled envelopes. Smell the violet in the glue on that envelope flap. To me violets stand for bowler city and not for spring."

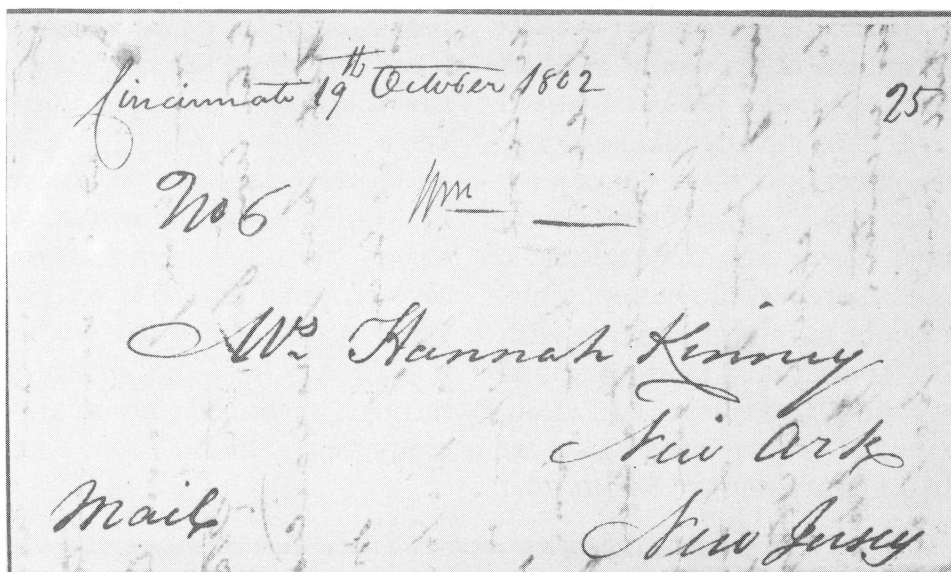
(Reprinted from the December, 1923 *U.S. Official Postal Guide Monthly Supplement*)

THE EMBRYO METROPOLIS

by Thomas J. Alexander

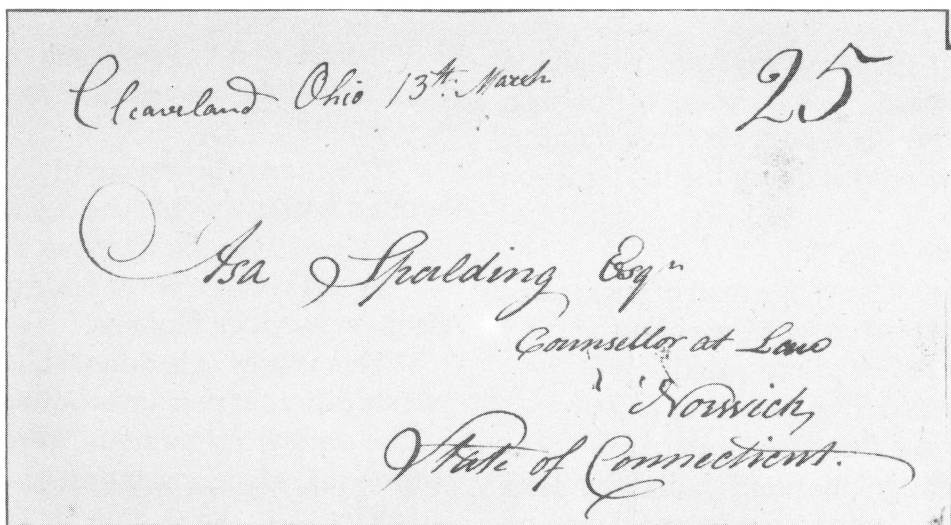
OHIO

Cincinnati, Northwest Territory, 1802



This letter is datelined at Cincinnati on October 17, 1802. It discusses land sales in the area and goes on to say: "We have had a very contested election here for members of convention to make a constitution for the state. The democratic ticket has prevailed." Ohio became a state the following year, on March 1, 1803.

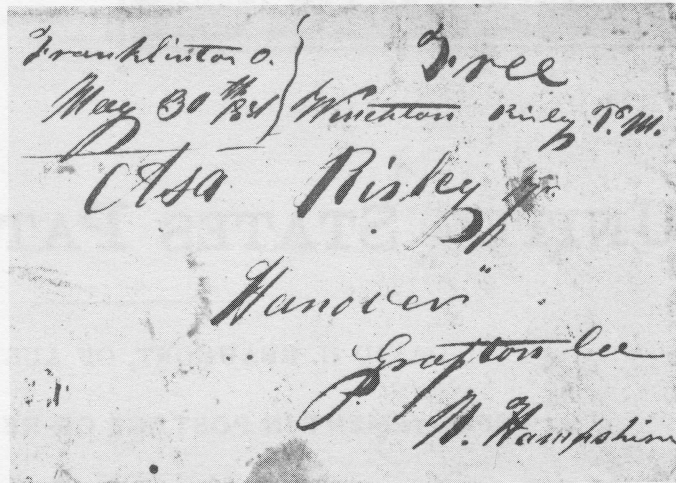
Cleveland, Ohio, 1806



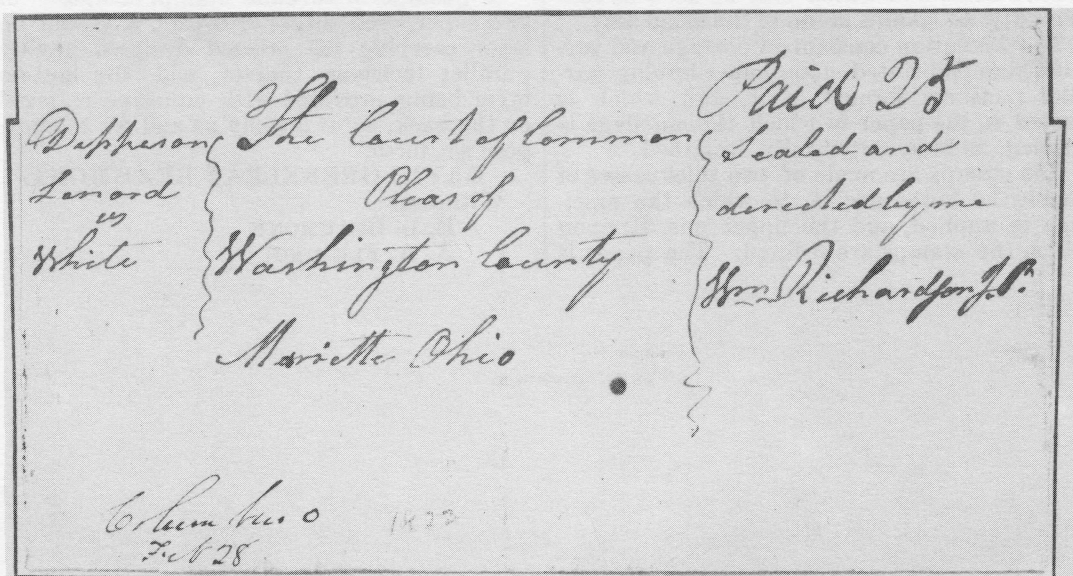
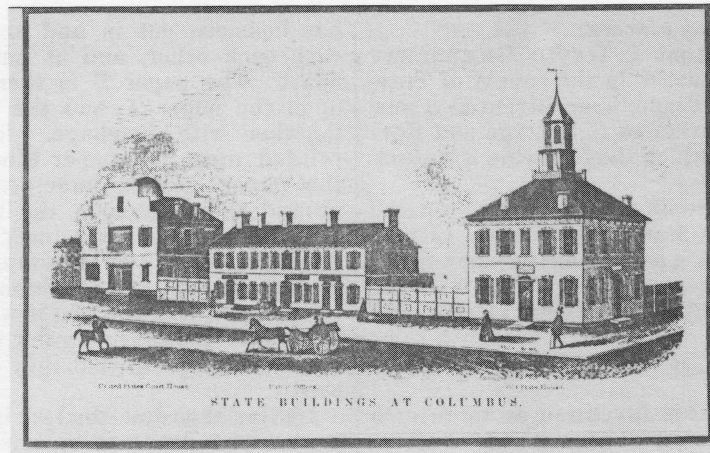
Postmasters here spelled the town's name with two "a"s, as did its founder, Moses Cleaveland, until 1831, when the first "a" was dropped. This early letter was written by Samuel Huntington, who had been a member of the first constitutional convention of Ohio in 1802, and who served as Ohio's governor from 1808 to 1810.

Franklinton, Ohio, 1831

Franklinton was the first town with a post office on the present site of Columbus. This is a very late example, franked by the postmaster on May 30, 1831. Franklinton has long since been absorbed by Columbus.



Columbus, Ohio, 1822



Columbus was built specifically to be the state capital of Ohio. the post office was established in 1814; the state legislature first met there in 1816.

PATENTS AND THE POST OFFICE

UNITED STATES PATENT OFFICE.

DAVID G. BEAUMONT, OF AUSTIN, TEXAS.

IMPROVEMENT IN POSTAGE OR REVENUE STAMPS.

Specification forming part of Letters Patent No. **192,893**, dated July 10, 1877; application filed May 12, 1877.

To all whom it may concern:

Be it known that I, DAVID GREENLEAF BEAUMONT, of Austin, in the county of Travis, and State of Texas, have invented a new and useful Improvement in Postage and Revenue Stamps, of which the following is a specification:

Figure 1 represents a piece of the prepared paper before the stamps have been printed upon it. Fig. 2 is a section of the same taken through the line *x x*, Fig. 1. Fig. 3 represents the same after it has been printed and punctured.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish postage and revenue stamps which shall be so constructed that they cannot be used a second time, and which may be used as conveniently as stamps made in the usual way.

The invention consists in postage and revenue stamps printed upon paper having parallel incisions formed in it, and which is pasted to the paper to which the mucilage is applied, as hereinafter fully described.

The stamps are made of two thicknesses of paper, the lower one, A, to which the mucilage is applied, and the upper one, B, upon which the stamps are printed. The paper B

has incisions cut in and across it, parallel with each other, and at suitable distances apart. The paper B is then laid smoothly upon the paper A, and the two are secured together with mucilage. The stamps are printed upon the paper thus prepared, and the paper is then punctured between and around the stamps in the usual way. The paper B may also have incisions formed in it through the body of the stamps, and at right angles with the main incisions.

With this construction it will be impossible to remove the canceling-ink without mutilating the stamps so that they cannot be again used.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

A postage or revenue stamp, composed of two superposed sheets or layers, A B, the top layer carrying the printed designs, having parallel incisions therein, and the bottom layer being provided with adhesive material on the back, substantially as and for the purpose set forth.

DAVID GREENLEAF BEAUMONT.

Witnesses:

E. L. BEAUMONT,
A. A. FLEMING.

D. G. BEAUMONT.
POSTAGE OR REVENUE STAMPS.

No. 192,893.

Patented July 10, 1877.

Fig. 1.

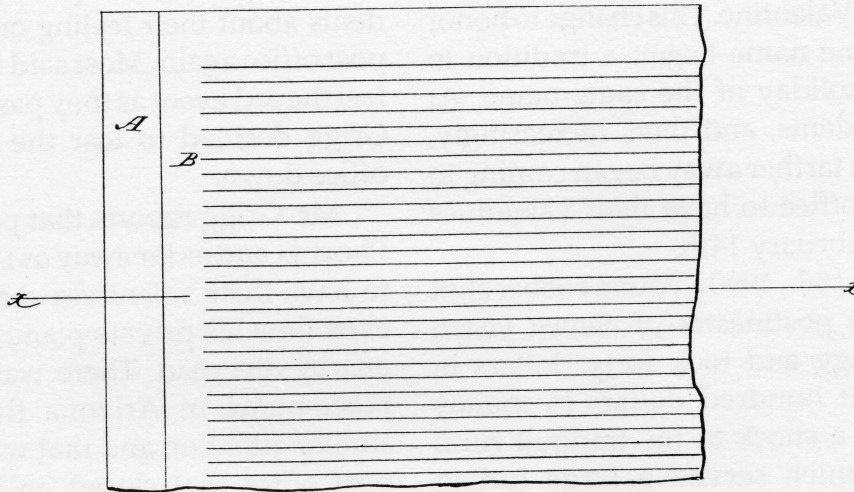
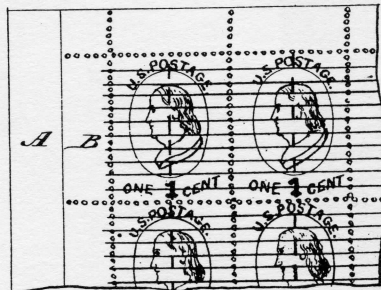


Fig. 2.



Fig. 3.



WITNESSES:

Francis McArdle.
J. H. Scarborough

INVENTOR:

D. G. Beaumont.

BY

Munnell

ATTORNEYS.

The End of an Era in Arizona Philately

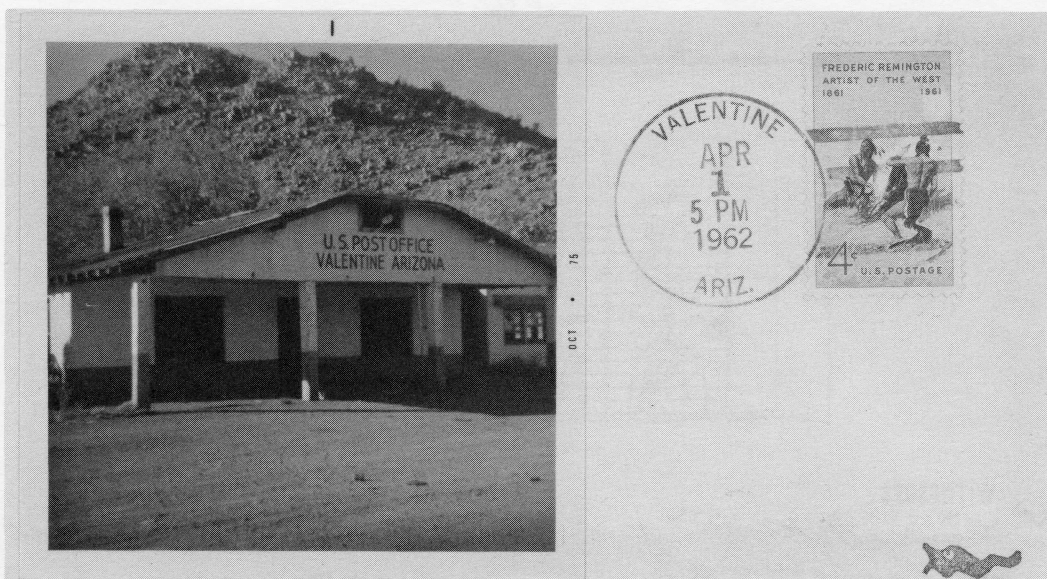
by Robert B. Bechtel

In 1910 the post office at Truxton, Arizona was renamed Valentine in honor of the Commissioner of Indian Affairs of that period Robert G. Valentine. This change to honor a person of one name began a tradition to celebrate a holiday of the same name. At first local residents, and then, increasingly, residents from farther away began coming to the tiny post office to have their valentines canceled on February 14th.

On August 18th, 1990 a young robber shot and killed the postmaster of eleven years, Jacqueline Grigg and took forty dollars in cash and eight hundred dollars in money orders. It was a shock to the tranquil rural community which served a large Indian population. For Arizona cover collectors it

was the end of an era and a popular tradition in Arizona philately. Fred Grigg, husband of the slain postmaster, polled the nearby residents about their feeling on opening up the post office again. Most said it was hard not to feel the sad event as they passed the building. Grigg decided to tear the gas station-post office down.

Mr. Grigg reports that people came from Phoenix and as far away as Lake Havasu City to have their valentines canceled. One man even flew his private plane and landed on a nearby dirt road. There was only one other place-name in Arizona that commanded similar attention and that was Christmas, pa post office that closed on March 30, 1935. Now they are both gone.



ARIZONA STATEHOOD POST OFFICES & POSTMASTERS, 1912-1979

(Continued from *The Heliograph* #22)

SUNNYSLOPE BR—Phoenix MARICOPA

Established Aug 1, 1951
Changed to Sta. Apr 28, 1959

As early as the Spring of 1937 the POD was considering establishment of either an independent PO or a rural station here.

SUNRISE SPRINGS

Benjamin E. Harvey Aug 14, 1913
William M. Black Sep 30, 1919
Discontinued Jan 15, 1921
Mail to Ganado

An earlier attempt to open a PO here under the name of Sunrise was aborted when Gabriel N. Weidemeyer, appointed Jn 24, 1910, failed to qualify. Order was formerly rescinded Jan 15, 1912.

SUNSET

Mrs. Ella Nicholas Jun 8, 1917
Mrs. Alma E. Norton Feb 11, 1922
Mrs. Carrie Collins Feb 10, 1923
Mrs. Beulah Copeland May 23, 1927
Roy Byrd Jan 1, 1929
Discontinued Jan 30, 1932
Mail to Bonita

Named for nearby Sunset Peak.

SUN VALLEY RB—Holbrook NAVAJO

Established Oct 16, 1965
Changed to CPO—Holbrook Jul 10, 1976

SUPAI (1896)

Alfred H. Symons
D. Clinton West
Clyde H. Gensler
George J. Laben
Frederick S. Lovenskold
Mrs. Maizee Hamley
Mrs. Viola Adams
Henry G. Ramsey
Bert Nodman Cook
Noble O. Guthrie
Mrs. Mildred K. Shaffer
Mrs. Beulah Hardin
Reed Watahomigie
Virginia Siyuja

COCONINO

Feb 11, 1911
Sep 30, 1914
Apr 1, 1917
Mar 6, 1920
Oct 1, 1923
Jan 1, 1927
Oct 1, 1932*
Mar 17, 1934
Feb 21, 1936*
Feb 15, 1937
Jul 1, 1937
May 9, 1942
Aug 18, 1945
Oct 1, 1951

The Havasupai Indian Village is probably the last in the U.S. to receive pack horse mail. This travels the rocky eight mile long downhill trail from the Grand Canyon PO. Helicopters have been used to transport heavy loads down to the village. In one case an entire church was thus delivered.

The construction of a regular road, which will bring an end to the pack horse era, is being considered.

SUPERIOR (1902)

Ernest F. Kellner, Jr.
Ray C. Dawson
Robert T. Jones
Harry H. Hiener
Miss Harriette A. Hiener
Mrs. Harriette A. King NCM

PINAL

Aug 2, 1907
Jan 31, 1915
Feb 29, 1916
Sep 12, 1921
Jan 4, 1930
Jul 27, 1930

Charles J. Moody	Jun 12, 1933
Warren E. Ware	Jan 1, 1944
Robert S. Collins	Feb 9, 1947
Nick G. Besich	Jul 27, 1950*
Alfonso D. Valdez	Sep 8, 1950*
Harold V. Lindsey	May 20, 1953*
Mrs. Billie Jean Irwin	Mar 30, 1959
Luis O. Acosta	Feb 14, 1964
Mrs. Gladys M. Walker	Mar 17, 1967

Name derived from the local Arizona & Lake Superior Mining Company.

Robert T. "Bob" Jones established the first drug store in Superior. The Tennessee native, an Arizona resident since 1908, was a member of the state senate in which he represented Pinal and Maricopa counties during three different sessions. In 1938 Jones was elected Governor of Arizona.

City delivery established Nov 6, 1965.

SURPRISE RB—Peoria

Established

Changed to CPO—Peoria

MARICOPA

Mar 30, 1963

Jul 10, 1976

It was a real surprise when settlers found good water at 100 feet down and some even at 40 feet.

SWANSEA (1909)

Samuel G. Wilson

William J. Thomas

Frank Cushman

Nattie R. Bunker

W. Warren Dunn

Harry Stineman

Discontinued

YUMA

Oct 1, 1910

Apr 28, 1915

Sep 3, 1915*

Mar 31, 1916

Mar 31, 1919

Jan 1, 1921

Jun 30, 1924

Mail to Bouse

This community was named Signal (as it still appears on maps). The name was changed to Swansea when the PO was opened. The mines went bankrupt and gradually Swansea became a ghost town.

Apparently PM Thomas died before taking possession of the PO.

SYCAMORE (1912)

Ethelle Rosenberger

Discontinued

YAVAPAI

Jan 22, 1912

Sep 30, 1912

Mail to Mayer

T

TACNA (1888)

Reestablished

Max B. Noah

Mrs. Cecil Noah Lewis

Max B. Noah

Roy B. Kelland

Mrs. Glorene E. Kerkmeyer

Roy B. Kelland

Mrs. Virgie M. Kelland

Mrs. Margaret N. Parkhurst

Mrs. Leona L. Crabtree

Mrs. Wilma Y. Taylor

YUMA

Jul 11, 1927

Apr 1, 1935

May 4, 1936

Nov 5, 1942

Dec 31, 1945

Jun 20, 1951

Dec 31, 1951

Feb 9, 1955

Jan 25, 1963

Apr 1, 1977

An early settler, a Greek priest named Tachnopolis, shortened his name to Tacna. The community was named for him.

TAYLOR (1881)

Myrtle Wakefield

Arthur Palmer

John E. Palmer

George P. Hatch

Mrs. Margaret S. Larson

Lester A. Ozment

Paul M. Rogers

Mrs. Lee M. Shumway

Mrs. Charlotte R. Allen

Charlotte R. Shumway NC

Mrs. Velma R. Hensley

NAVAJO

Jan 27, 1909

Jan 30, 1915

Sep 1, 1925*

May 24, 1926

Jan 12, 1929

Jan 31, 1948*

Aug 18, 1948

Aug 2, 1950*

Nov 30, 1950

Dec 7, 1954

Dec 22, 1967

Named for John Taylor, president of the Mormon Church.

TEEC NOS POS

Kenneth E. Bradshaw

E. J. Foutz

Kenneth E. Bradshaw

Mrs. Aurella W. Begay

APACHE

Sep 26, 1961

Apr 9, 1965

Sep 4, 1970

Aug 31, 1978

Navajo words for "cottonwood in a circle."

Located in the four corners region where the states of Arizona, Utah, Colorado and New Mexico are juxtaposed.

Formerly opened as Carriso.

Name derived from the many beautiful sycamore trees in the locality.

TEES TO

Formerly Cedar Springs
James C. McJunkin
Discontinued

NAVAJO

Jul 24, 1930
Jul 24, 1930
Feb 28, 1934
Mail to Dilkon

Located on the Navajo Indian Reservation. Tees toh is a Navajo phrase meaning "cottonwood trees" and "water."

When the Cedar Springs trading post and the PO were abandoned in 1930, the famous trading post of Juan Lorenzo Hubbell was moved to this new location.

TEMPE

John Oscar Mullen
James W. Woolf
Hugh E. Laird
Charles Woolf
Raymond W. Still
Dilworth Biard
Floyd H. Miller
Gilbert V. Montanez

MARICOPA

Feb 19, 1907
May 4, 1914
Jun 10, 1916
Jun 4, 1916*
Aug 1, 1924
Jan 2, 1931
Jul 1, 1936
Jun 11, 1965

The Englishman Darrell Duppa, who named Phoenix, is said to have suggested the similarity of this countryside to the Vale of Tempe in Greece.

The Arizona State University is located here.

TEMPLE BAR MARINA RB—Kingman

Established

Changed to CPO—Kingman

MOHAVE

Jul 1, 1966
Jul 10, 1976

This place was named The Mormon Temple by Daniel Bonelli in the 1870s.

THATCHER (1888)

Elizabeth W. Layton
Mrs. Frances W. Kimball
Orvil L. Larson
Mrs. Luella L. Reneer
Miss Ettie Owens
Mrs. Ettie Larson NCM
David D. Phillips
Mrs. Nettie Phillips
Chester H. Layton
Mrs. June McBride
Chester H. Layton

Returned from military leave

GRAHAM

Apr 17, 1907
Oct 1, 1917*
Jun 29, 1918
Apr 6, 1931
Aug 28, 1935
Nov 27, 1937
Mar 1, 1941
Jan 31, 1942*
Jul 1, 1942
Apr 15, 1944*
1945?

Mrs. Lettie O. Busby	Oct 1, 1948*
Mrs. Blanch T. Kelley	Aug 24, 1950
Mrs. Blanch T. Lee NCM	Nov 7, 1953
Mrs. Muriel W. Layton	Apr 30, 1954*
Mrs. Floy M. Martin	Jul 15, 1955
Mrs. Marie M. Farley	Apr 23, 1958*
Mrs. Eva H. Sutherlin	Jul 22, 1960*
Emert W. Hawkins	Sep 20, 1961

Mormon settlers named this place for Apostle Moses Thatcher who visited here on Christmas, 1882.

THREE POINTS RS—Tucson

Established
Discontinued

Tucson

This is the junction of the road from Tucson. One fork leads to Sasabe, the other to Sells. The original name is Robles Junction.

PIMA

Aug 1, 1963
Aug 1, 1965
Mail to

TIGER

Thomas Leo Chapman, Jr.
Mrs. Dona Elzada O'Neil
Mrs. Sara O. Delgado
Mrs. Dona Elzada O'Neil
Mrs. May E. Roebuck
Discontinued

PINAL

May 1, 1939
May 1, 1942*
Jul 1, 1943
Dec 1, 1943
Jun 1, 1949
Dec 31, 1954
Mail to San Manuel

James W. Woolf (born in Kentucky, 1847) ran cattle in New Mexico and Colorado for fifteen years before settling in the Salt River Valley in 1889. He served three terms in the territorial legislature as a representative from Maricopa Co. (1897-98, 1903-04, and 1909-10).

In 1879 Frank Schultz discovered gold and located several claims in an area he named the Old Hat Mining District. A mine was started on the Mammoth claim in the early 1880s, but due to a lack of water, the (small) mill for the mine was located three miles to the east on the San Pedro River. A camp quickly sprang up around the mill, later becoming the town of Mammoth. A camp also grew up around the mine and a store Schultz opened there in 1889. The camp was soon named in his behalf—Schultz—but the PO that was opened a few years later (1894) was designated Shultz (no "c").

The fate of the Shultz PO followed that of the mines and the mining populace it served. The workings were enlarged in 1894, but the Mammoth-Collins mine suffered a disastrous cave-in during the spring of 1901.

Operations ceased there in 1902. So ended the first era of the Shultz PO (1894–1902). War needs for molybdenum saw the rebirth of mining activity and the Shultz PO. Decreased mineral demand saw the mines totally idle from 1919 to 1926, and with only desultory activity in the following decade. The mines reopened in 1935, operated by Mammoth–St. Anthony Mining Limited; the old mining camp previously named Schultz experienced a rebirth. There are two versions of how the rejuvenated community came to be called Tiger.

The first, widely publicized version was that the town was supposedly named after the mascot of mine developer Sam Houghton's alma mater, the Princeton University tiger. But according to Harv Willeford, a longtime miner at the camp, the genesis of the name was thus: when a name was needed for the post office, two candidates were placed in nomination—St. Anthony, after the new mining company, and Tiger, "after the much admired tiger scrotum tobacco pouch carried by the mine's owner, Mr. Brown. Willeford went to each house in the camp with the names and when the tally was in, Tiger was the winner." (Panczner, Wm. D., 1976. *The Mammoth–St. Anthony Mine Tiger, Arizona*. M.S.A.–F.M. Second Biennial Symposium Field Trip pamphlet.)

In 1953 operations ceased because of ore depletion and mine flooding. The Magma Copper Co. began a new mine a mile southwest of Tiger in 1948. Until a new town was built to the south, Tiger was used as the living quarters for the miners. In 1954 the town of San Manuel was completed; Tiger was abandoned and torn down later that year. (Panczner, *op. cit.*)

About 100 unofficial last-day-of-operation covers were prepared and postmarked in Tiger. There were approximately an even number of tigers struck in red and green ink.

TOLCHACO (1903)

Frederick G. Mitchell

Edward H. Osborn

Discontinued

COCONINO

Sep 11, 1911

May 3, 1921

Aug 31, 1922

Mail to Leupp

The name derives from a Navajo word Tolchico which means "red water wash," as applied to the ford on the Little Colorado River.

TOLLESON

Leon H. Tolleson

Homer H. McNeil

Samuel W. Pescay

Edward M. Schmidt

Carl W. Schmidt

MARICOPA

Aug 18, 1913

Jul 31, 1916

Jan 8, 1923

Mar 7, 1925

Dec 15, 1952*

Warren D. Smith

Theodore Ralph Schmidt

Mrs. Betty Barton CIC

James C. Ruiz

May 31, 1953*

Apr 30, 1955

Jun 27, 1972

Aug 18, 1972

Named for the first PM's family. City delivery established Apr 16, 1954.

In the 1940s and 1950s, Tolleson was referred to as the "Vegetable Center of the World." Although this distinction is no longer valid, Tolleson remains an area of great agricultural production.

TOLTEC (1910)

Reestablished

Charles C. Reeves

Albert M. Peck

Discontinued

PINAL

Jul 14, 1913

Apr 24, 1920

Jul 31, 1922

Mail to Eloy

TOLTEC CITY RB—Eloy

Reestablished

Discontinued

PINAL

Dec 1, 1963

Nov 4, 1966

It was first believed that the prehistoric Indians of this area resembled the Toltec Indians of Mexico. Later research proved that there was no connection.

Theobald inadvertently omitted this PO which was established May 19, 1910 and discontinued on April 30, 1911 (See Theobald Corrigenda.)

TOMBSTONE (1878)

Francis D. Crable

W. Arthur Harwood, Jr.

Paul A. Smith

William A. Fowler

Mrs. Edith A. Macia

Mrs. Minnie V. Van Deren

Clarence M. Palmer, Jr.

Arnold D. Levinson

Mrs. Geraldine E. Specht

COCHISE

Mar 9, 1908

Nov 21, 1912

Oct 17, 1913

Jun 10, 1922

Jan 27, 1928

Jul 15, 1936

Apr 27, 1954

Nov 30, 1968

Dec 10, 1971

PM Francis D. Crable was later appointed Asst. U.S. Attorney at Phoenix.

While it is true that outlaws and other criminals flocked to Tombstone in the 1870s and thereafter, the truth is that this was the most cultivated city in the southwest. The population of 15,000 had an opera house featuring the finest musicians and actors of the country and from Europe. Today tourists flock to the city with its many attractions.

TONALEA

John Patrick O'Farrell	Apr 1, 1926
Zearl B. Stiles	May 1, 1927
Howard C. Maus	Jun 1, 1929
H. Rex Campbell	Apr 15, 1930
Mrs. Rena E. Kerley	Jun 6, 1931
Mrs. Cora O'Farrell	Oct 14, 1933
Mrs. Janie Taylor	Jun 1, 1938
Floyd L. Boyle	Jan 1, 1942
Mrs. Mildred J. Patterson	Apr 1, 1954
Mrs. Catherine L. Lockhart	Sep 23, 1955
Mrs. Doris E. Headrick	Feb 22, 1966*
Mrs. Betty E. James	May 31, 1967

A typical Indian trading post located on the Navajo Indian Reservation. The originally proposed name for this PO was Red Lake.

TONOPAH

John Harvey Beauchamp	Jul 14, 1934
Leal Lamoreaux	Jan 29, 1943*
Mrs. Mary L. Herring	May 1, 1943
Mrs. Nettie R. Kennedy	Sep 30, 1949
Mrs. Pauline N. Mitchell	Feb 29, 1960
Mrs. Carolyn S. Mosley	Dec 27, 1974

TONTOBASIN

Mrs. Lillian L. Colcord	Jun 10, 1929
<i>Name changed to TONTO BASIN</i>	Jul 1, 1930
Mrs. Cora R. Law	Aug 20, 1936
Mrs. Nola R. Cline	Jun 30, 1945*
Mrs. Martha A. Cline	Jul 31, 1945
Mrs. Jessie H. Ratliff	Feb 29, 1948
Mrs. Orda C. Folmar	Oct 31, 1970

The basin was inhabited by the (erroneously labeled) Tonto Apache tribe. Attempts by the Mormons to settle here were defeated because of the irregular water supply. There remain a few small settlements.

Although the PO name is Tonto Basin, the community is called Punkin Center.

Not the same as Tonto (see Theobald).

TOWPAW

Rev. Bonaventure Oblasser	Mar 25, 1925
Gerard Brenneke	Apr 9, 1935
Augustine J. Schwarz	Sep 30, 1935

COCONINO

Apr 1, 1926
May 1, 1927
Jun 1, 1929
Apr 15, 1930
Jun 6, 1931
Oct 14, 1933
Jun 1, 1938
Jan 1, 1942
Apr 1, 1954
Sep 23, 1955
Feb 22, 1966*
May 31, 1967

MARICOPA

Jul 14, 1934
Jan 29, 1943*
May 1, 1943
Sep 30, 1949
Feb 29, 1960
Dec 27, 1974

GILA

Jun 10, 1929
Jul 1, 1930
Aug 20, 1936
Jun 30, 1945*
Jul 31, 1945
Feb 29, 1948
Oct 31, 1970

Rupert F. Hannar	Apr 30, 1941
Marican F. Bucher	Aug 28, 1943
Rev. Burkard Kuksht	Oct 15, 1945
Rev. Regis Rohder	Oct 15, 1949
Remy W. Ruden	Jul 25, 1956
Raymond Grimes	Jun 12, 1961
Mrs. Helen J. Ramon	Feb 1, 1967*
Mrs. Marguerita Ann Mendez	CIC
	Apr 19, 1968
Mrs. Edith C. Franklin	Jun 14, 1968
Linda Juan	OIC
	Dec 28, 1979

Located on the Papago Indian Reservation. The name is Papago for "it is a bean," a game the children play with red beans.

Padre Bonaventure Oblasser was a Franciscan who ran the San Solano Mission at Topawa. He built the first community school for the Papagos in 1912, the year he arrived at Topawa from Casa Grande where he had been laboring among the Pima Indians. Father Oblasser was instrumental in establishing a reservation for the Papagos in 1916. He finally left the reservation in 1939 to work among California Indian tribes, but not before this Portland, Oregon native had come to be referred to affectionately as the "Old Man of the Desert."

PM Grimes served with the U.S. Marines in Nicaragua during the 1927 rebellion. He was also a 17-year veteran of the New York City Police Dept. before coming west.

TOPOCK

Enos H. Norton
<i>Discontinued</i>

Mrs. Jessie N. Fowzer
<i>Discontinued</i>

George M. Bobst
Mrs. Coy M. Inman
Mrs. Margaret Collins
Mrs. Eliza Sandoval Small
John Henry
Berous R. Lambert
Leslie A. Crinklaw
Mrs. Hazel F. Davis
Mrs. Mary B. Painter

MOHAVE

Apr 4, 1916
Nov 15, 1918

Mail to Needles, California

Apr 30, 1919
Oct 31, 1919

Mail to Needles, California

Mar 24, 1921
Sep 16, 1926
Aug 5, 1943
Jun 16, 1945*
Sep 1, 1945
Aug 31, 1946*
May 9, 1948
Nov 15, 1950
Sep 1, 1972

A Mohave word meaning "bridge." Nearby is the bridge across the Colorado River into California.

This PO was formerly named Mellen (discontinued 1909).

TOREVA (1900)*Winter Office*

Fred R. Moran
 Jacob H. Kirkland
 George L. Leaming
 Claude R. Moss
 Alexander V. Jensen
 Jacob H. Kirkland
 Freal H. McBride

Became year round office

Mrs. Anna P. Kopta

*Discontinued***NAVAJO**

Apr 6, 1907
 Sep 12, 1912
 Jul 2, 1917
 Feb 28, 1918
 Jul 1, 1918*
 Apr 19, 1919
 Jul 28, 1931
 May 23, 1935
 Apr 1, 1935
 Jul 24, 1937
Mail to Polacca

This is a Hopi Indian word for "crooked" and refers to a local spring that twists out of the earth.

In 1928 this winter office opened on Aug 28.

TORTILLA FLAT

Mathis Johnson
 Joseph O'Connor
 Mark E. Maxwell
 Russell Perkind
 Mrs. Nellie K. Powell
 Mrs. Cornelia M. Phelps
 Mrs. Emily J. Stepan
 Mrs. Lucy D. Tuthill
 James A. Munger
 Kenneth R. Porter
 Robert G. Danielson OIC
 Kenneth R. Porter OIC

MARICOPA

Mar 19, 1928
 Apr 1, 1932
 Apr 23, 1936
 Dec 31, 1937
 Jun 30, 1945
 Aug 21, 1948
 Apr 9, 1951
 Jul 17, 1970
 Jun 21, 1973
 Oct 14, 1975
 Sep 21, 1979
 Oct 26, 1979

This word is Spanish for this, flat unleavened cake of flour or corn. Large rocks here resemble these pancake shaped items.

TOYEI CPO—Ganado*Established**Discontinued***APACHE**

Apr 2, 1979
 May 18, 1979

TSAILE CPO—Chinle*Established***APACHE**

Sep 1, 1978

TUBA (1894)

Mrs. Phoebe J. Stanton
 Henry K. Wilson

COCONINO

Jun 1, 1910
 Feb 16, 1914

Name changed to TUBA CITY

Apr 27, 1917
 Mrs. Alice P. Sianz Feb 15, 1919
 Mrs. Elsie V. Linn Aug 7, 1923
 Mrs. Laura J. Reid Mar 3, 1924
 Mrs. Stella M. Campbell May 9, 1927*
 Mrs. Ilda M. Pleasants Dec 13, 1927
 Miss Mina F. Fleischauer May 9, 1930
 Lindell V. Cornelison May 11, 1964

Located on the Navajo Indian Reservation.

This PO was known as Tuba City from 1884 until the name was changed to Tuba in 1894.

TUBA CITY*See TUBA above.***COCONINO****TUBAC (1859)**

William Lowe
 Mrs. Goldie Edgell
 Hoyt A. Smith
Discontinued

*Reopened as Tubac RB—Tumacacori***SANTA CRUZ**

Nov 17, 1905
 Sep 1, 1941*
 May 22, 1942*
 Nov 30, 1942
 Mail to Tucson

Jul 4, 1961

Tubac is the oldest European settlement in Arizona.

Changed to CPO—Tumacacori Jul 10, 1976

A one day post office was opened at tubac in connection with the celebration of "Century of Arizona Journalism" on March 3, 1959, the centenary of the first edition of the state's first newspaper, *The Weekly Arizonian*.

July 4, 1961 was purposely selected as the reopening date to coincide with the Civil War Centennial in Arizona. Featured was the reenactment of the duel between a Union and a Confederate sympathizer. In the original duel with rifles a century previously, neither man was hurt.

The Tubac RB continued to use the Tubac postmark until the tubac RB postmark was received some time later.

TUCSON (1857)

J. Knox Corbett
 Joseph M. Ronstadt
 Mrs. Allie A. Dickerman
 Henry William Zipf
 Harold B. Collins
 Arnold R. Elias

PIMA

Jun 30, 1902
 Mar 27, 1914
 Jun 30, 1922
 May 21, 1930
 Dec 31, 1934
 Apr 30, 1965

In 1821 when Tucson was freed from Spanish rule, the citizens declared it to be the Republic of Tucson—this lasted only a few days. Sentinel Peak, sometimes called “A Mountain” was used by the Mexicans as a sentry post to view the countryside and warn Tucson of approaching, marauding Indians. Indians called the foothills of this mountain “chuk shon.” Historians differ on the spelling of this name; however, it is agreed that whatever the spelling, Tucson derived its name from this term. Tucson is often called “The Old Pueblo.”

Postmaster J. Knox Corbett was prominent in business and politics. After serving as PM he became Mayor of Tucson.

Joseph (José) Marie Ronstadt was born shortly after midnight on Christmas, 1879 in Altar, Sonora. He and his family immigrated to Tucson in 1885 where he became prominent in business and politics. While still in high school he edited the first Spanish English newspaper in Tucson, “El Trueno” (“The Thunderbolt”). In 1898 he, his brother Fred and his brother-in-law J.M. Zepeda began the business that is known today as Ronstadts’ Hardware. In 1920 he was elected a director of the Southern Arizona Bank & Trust Co. “Pepe” became a leading stockman through his efforts in expanding and improving the physical plant and especially the breeding stock on the eventual 100,000 acre Santa Margarita Ranch on the east side of the Baboquivari Mountains. He resigned his position as a member of Arizona’s Livestock Sanitary Board to accept the postmastership. Ronstadt was chosen president of the Arizona Postmasters’ Association in 1916. An active Democrat, Ronstadt became chairman of both the city and county party central committees in 1912. In 1927 he was elected to the Pima County Board of Supervisors, becoming chairman the next year. (Article by Gilbert Cosulich in the *Arizona Daily Star*, Sep 2, 1928.)

On May 21, 1930, the First Asst. Postmaster General issued Order #10295 as follows: “Postmaster Mrs. Allie A. Dickerman is removed for appropriating postal funds to her own use by cashing fictitious checks therefrom; failure to generally perform duties properly.”

PM Elias is not only a native Tucsonian but is also a great-grandson of Angel Elias, a Mexican officer who led the contingent of soldiers and civilians who left Tucson for Mexico following the Gadsen Purchase. The Elias family resettled in Tucson in the late 1920s. After serving two terms in the state legislature representing the Second District of Pima County, Elias became a career officer in the POD filling various positions both in Washington, D.C. and the Denver regional office before his appointment as PM.

City delivery was established in territorial days—Feb 1, 1899—with two letter carriers, one substitute carrier and thirteen letter boxes.

Rural Free Delivery was established on Sep 1, 1903.

On Jul 1, 1924 the first air mail parcel post from here traveled part way to New York by airplane.

On Jul 1, 1974 a double circle cancel with an error “TUSCON” was in use for a very few days.

TUMACACORI (1905)

Reestablished

Paul Pyron Valenzuela	Apr 16, 1947*
Hubert Merryweather	Sep 30, 1947*
Mrs. Mae E. Boyce	Mar 31, 1948
Mrs. Mae E. Spencer NCM	Nov 15, 1953
Mrs. Inez G. Cumming	Feb 13, 1957*
Rita Fernandez	Sep 19, 1957*
Mrs. Bessie Lee Pierce	Nov 1, 1957
Mrs. Elilia G. Rodriquez	May 1, 1970

SANTA CRUZ

This is an Indian word meaning “curved peak,” descriptive of a nearby mountain.

TURKEY (1903)

Leverett P. Nellis	Apr 13, 1903
James P. Cleator	Mar 3, 1913
<i>Name changed to CLEATOR</i>	May 1, 1925

(See Cleator)

TURNER (1898)

Eugene P.A. Larrieu	Mar 31, 1912
William T. Brinley	Mar 31, 1915
<i>Discontinued</i>	Dec 31, 1919

Mail to Ft. Huachuca

Eugene P.A. Larrieu was a raconteur of the first water, furnishing the Tombstone newspapers not only with stories of pioneer days but also with “profound” observations from his “Joe Bush Academie of Science” at Turner, (Larrieu used “Joe Bush” as a *nom de plume*.) This pioneer died in June, 1933 while a state legislator from Cochise Co.

TUSAYAN

Jay Vincent Galindo
<i>Discontinued</i>

COCONINO

May 11, 1934
Feb 27, 1937
<i>Mail to Grand Canyon</i>

The name derives from the Indian usaya kye or “people of Usaya.”

TUWEEP

Mabel K. Hoffpauir Aug 19, 1926
 Mrs. Mabel K. Sullivan NCM 1930
 Mrs. Lorinda A. Kent Dec 31, 1930
 Mrs. Ruth L. Cunningham Oct 31, 1935
 Mrs. Mattie L. Kent May 5, 1940
Discontinued Dec 31, 1950
Mail to Fredonia

MOHAVE

The name derives from the Indian toroweap, "a gully or dry wash." The entire valley in this area is called Toroweap Valley.

TWIN BUTTES (1906)

John G. Baxter Mar 29, 1911
 Otto Hoffbauer Aug 11, 1916
Discontinued Aug 15, 1930
Mail to Tucson

PIMA

John G. Baxter was one of three prospectors who made the original discovery of copper ore here. The first combination baggage and passenger car on the Twin Buttes RR bore his name.

Only a few empty buildings surrounded by a fence remain of the community. Other copper mines have recently been established in this area.

TWIN KNOLLS BR—Mesa MARICOPA

Formerly Desert Sage BR—Mesa
Name changed Jul 1, 1975

TWO GUN TOWN RB—Flagstaff

COCONINO
Established Aug 1, 1967
Discontinued Aug 2, 1971

Two Gun Town was a small tourist complex, "a facsimile of an old time western town complete with weathered wooden exteriors and hitching posts." Located along Interstate Highway 40 some 3 miles east of Flagstaff and 28 miles west of Winslow, it consisted of a combined trading post and coffee shop, in which the post office was located, a small motel, service station and some office space all tied together.

Late Saturday night, July 31, 1971, a fire started apparently in one of the motel rooms; it quickly spread throughout the complex including two gasoline storage tanks. The fire razed all the buildings (*Coconino Sun* for Aug 2, 1971.)

U

UNIVERSITY STA—TucsonPIMA

Established at the University of Arizona
Moved to 3rd Street Jun 24, 1923
Moved to 1st Street Oct 16, 1961
Discontinued Jun 3, 1978
See Speedway—University Sta.

The University of Arizona location later became the Student Union Station Sep 16, 1966. the 3rd Street location became the College Station Oct 16, 1961.

U.S. AERO POSTAL STA—TucsonPIMA

Established Nov 4, 1915
Discontinued Nov 6, 1915

See under air mail section "The Distaff and the Air Mail."

V

VAH KIPINAL

Singleton I. Martin Aug 30, 1916
 Mrs. Eunice L. Tucker May 24, 1919
Discontinued Mar 15, 1924
Mail to Maricopa
 Mrs. Jeanie M. Tucker Aug 23, 1924
Discontinued Dec 31, 1926
Mail to Maricopa

An Indian term for "white house," referring to a prehistoric ruin here. the originally proposed name for the PO, Casa Blanca, is Spanish for "white house."

VAIL (1901)PIMA

Andrew C. Duffy Oct 2, 1907
 Richard L. Mason Jan 23, 1916
 Kruse Davis Oct 18, 1917
 Mrs. Sarah E. Schley Jan 10, 1928
 Mrs. Dovie P. Woolsey Sep 11, 1929
 Mrs. Mary Jane Warner Apr 22, 1934
 Mrs. Ruth M. Staggs OIC May 31, 1973
 Mrs. Patricia R. Meyer Jul 13, 1973

Named for Walter Vail, cattleman and land owner, who gave the RR the right-of-way through his property in 1880.

In 1934 Mrs. Mary Jane Warner took a leave of absence from her position with an automobile dealership in Tulsa, Oklahoma to bury her mother, Vail store manager and PM Mrs. Dovie P. Woolsey. All of a sudden, Mary Jane found herself in charge of the small store, in charge of the PO and the inhabitant of tiny living quarters at one side of the old adobe post office. For 39 years she served the surrounding ranchers with pride and general amiability in all her capacities, including that as clerk of the school board for twenty years.

VALENTINE (1910)

Charles E. Shell	Feb 4, 1911
Ira E. Bell	Jul 3, 1919
U.L. Clardy	Apr 1, 1923
William A. Light	Mar 21, 1927
Mrs. Nellie B. Harshberger	Jul 15, 1928
Frank R. Goldenstein	Aug 1, 1943*
Mrs. Winifred Goldenstein	Dec 18, 1944
Mrs. Barbara E. Rutherford	Dec 30, 1968*
Guy E.H. Mefford CIC	Jul 3, 1969
Mrs. Marlene I. Saunders	Jan 16, 1970
Mrs. Evangeline Neal	Jul 27, 1973
<i>Changed to CPO—Kingman</i>	Oct 11, 1975

In 1910 Truxton PO was renamed in honor of Robert G. Valentine, Commissioner of Indian Affairs. This is the location of the Agency and school for the Hualapai Indians.

VALEVIEW

Clifford F. Peterson

This PO is listed in the Postal Bulletin but does not appear in the Postal Guide. Never in operation.

VALLEY FARMS

Miss Ruth E. Wright	Jul 22, 1942
Michael Hovanec OIC	Dec 29, 1972
Mrs. Eileen M. Hovanec	Mar 31, 1973

VALLEY HEIGHTS

Thomas J. Crowl	Jun 23, 1914
Willie R. Pugh	Jan 20, 1916
Mrs. Ida Elwell	Apr 2, 1917

MOHAVE

Feb 4, 1911
Jul 3, 1919
Apr 1, 1923
Mar 21, 1927
Jul 15, 1928
Aug 1, 1943*
Dec 18, 1944
Dec 30, 1968*
Jul 3, 1969
Jan 16, 1970
Jul 27, 1973
Oct 11, 1975

SANTA CRUZ

Jul 21, 1922

PINAL

Jul 22, 1942
Dec 29, 1972
Mar 31, 1973

MARICOPA

Jun 23, 1914
Jan 20, 1916
Apr 2, 1917

Mrs. Sarah E. Blace

Discontinued

May 13, 1919

Nov 29, 1919

Mail to Phoenix

The "Postmaster abandoned the office."

VANAR

Birdie I. Rice
Mrs. Allie Clarke
Discontinued

COCHISE

May 19, 1915
Oct 16, 1915
Oct 14, 1916
Mail to San Simon

This PO was destroyed by a cyclone and was not reopened.

VENEZIA

Formerly Maxton

Don J. Tomlinson	Apr 16, 1916
Mrs. America R. Tomlinson	Sep 7, 1920
Mrs. Marie A. Balmes	Feb 2, 1935
<i>Name changed to GOODWIN</i>	Jun 1, 1935

Only dilapidated buildings remain of this camp for the gold mines that did not last. See under Goodwin.

VERDE (1878)

Reestablished

Jesse M. Foster, Jr.	Nov 8, 1917
<i>Name changed to CLEMENCEAU</i>	
	Apr 21, 1920

Verde is Spanish for "green" or "verdant;" it refers to the countryside.

VERNON (1911)

Summer Office

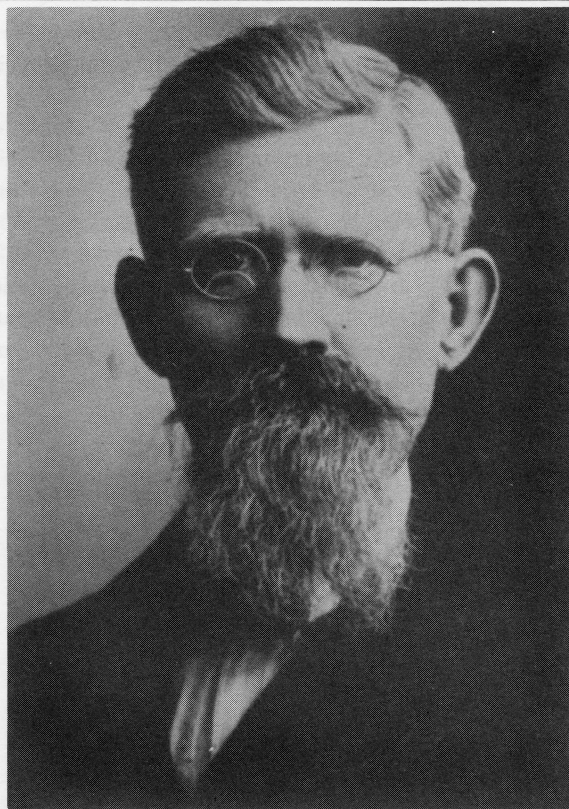
Mrs. Fanny N. Northrup	Apr 1, 1911
George W. McInturff	Feb 3, 1914
Edward Rothlisberger	Oct 5, 1915
Mrs. Elva Pulsipher	May 3, 1916
Mrs. Lurline Whiting	Dec 15, 1919
Mrs. Caddie J. Whiting	Nov 2, 1923
Mrs. Elaine W. Naegle	Dec 1, 1948
Mrs. Beulah G. Penrod	Feb 23, 1950

APACHE

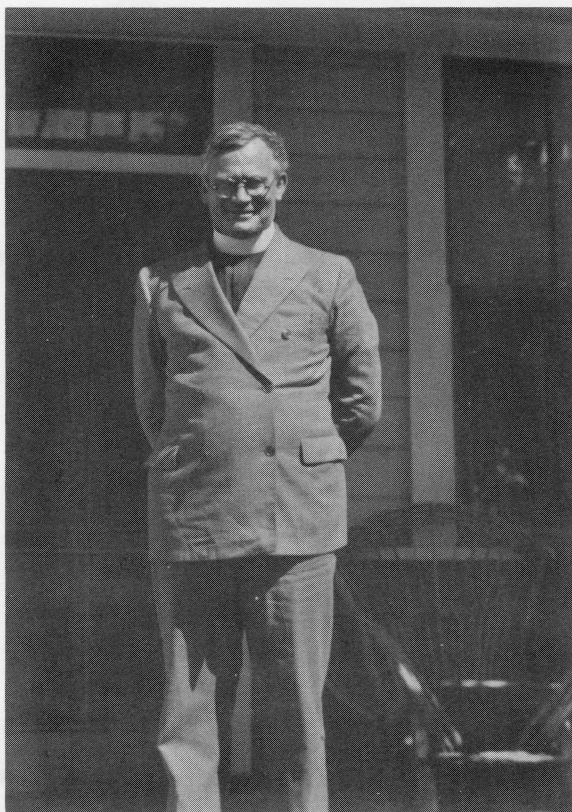
Named in 1894 for W.T. Vernon, an early settler and sawmill owner.



R.T. (Bob) Jones, Governor of Arizona and former Superior postmaster.



James W. Woolf, postmaster of Tempe. He also served in the Territorial Legislatures of Arizona.



"The Old Man of the Desert" Father Bonaventure Oblasser of Topawa.



J. Knox Corbett, former postmaster of Tucson.

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